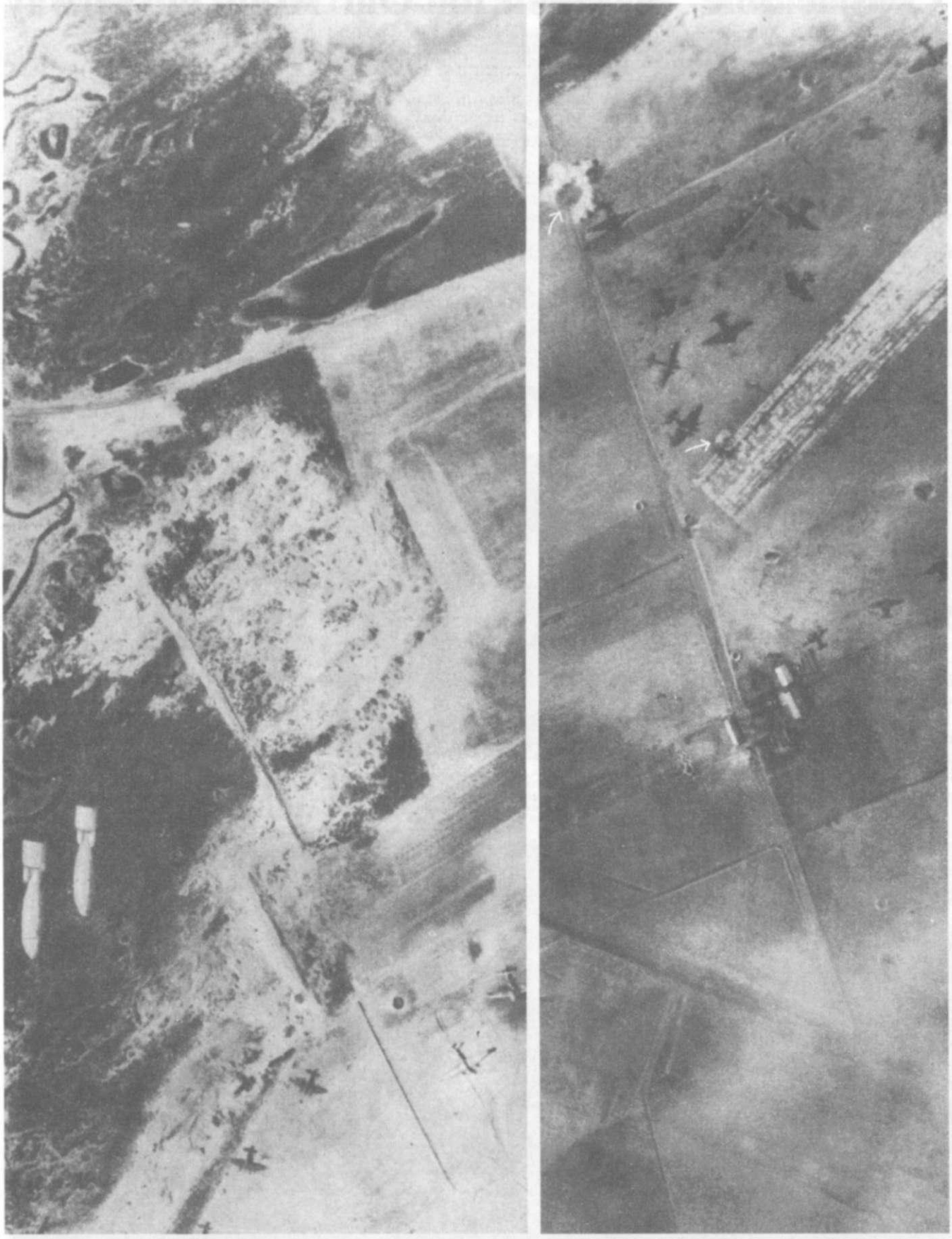


FALLING!—FALLEN! STAVANGER IS BOMBED AGAIN BY THE R.A.F.

Stavanger is Norway's largest and most modern airport, and hence a vital key-point for the Nazis. These two photographs give a comprehensive view of its aerodrome from a height of over 4,000 feet, as seen during one of the magnificently successful R.A.F. attacks. That left clearly shows two bombs dropping, while the same bombs, right, explode close to enemy aircraft. One end of the runway is also seen to suffer damage. Craters testify to the severity of the damage inflicted both by R.A.F. raids and British naval bombardment.

Photos, British Official: Crown Copyright

'Considerable Success' for Our Arms in Norway

Although few details of the operations were officially vouchsafed, enough was known of the war in Norway to lift the hearts of the Allied peoples and to encourage them in their assurance that in the new war zone Hitler's forces by land, sea and air were meeting at last their masters.

WITHIN a week of the German invasion of Norway large numbers of Allied troops—British and French—were landed at various points on the country's western coast, and as the days passed this new Expeditionary Force was strongly reinforced.

For most of them the country to which they came was strange. Norway is a land of innumerable fjords, deep water inlets wriggling their way far into the country's granite backbone; it is a land of beetling cliffs and sombre lakes, of rushing mountain streams and thundering waterfalls, of barren, rocky uplands and pine forests fragrant in the spring. The towns are few and widely separated, and in many areas even villages are few; all around the fjords, however, in the river valleys and in the coastal regions, one may see the trim little homesteads, timber-built and brightly painted, of the hardy peasants and fisher folk.

In their spectacular descent on Norway the Germans within the space of a single day secured five out of Norway's first six towns—Oslo, the capital; Bergen, the chief port; Trondheim, the ancient capital; Stavanger, the best and most modern aerodrome; and Kristiansand, site of another aerodrome, as well as Narvik, famous iron-ore port in the far north, and Egersund on the south coast. They were able to do so because their transports disguised as cargo ships had made careful use of the Skjaergaard, that "accursed corridor" as Mr. Churchill called it, which lies between the Norwegian coast proper and the hundred thousand isles which fringe the thousand miles of coast from North Cape to Stavanger. At each of the places seized the Germans promptly set about the erection of defences, but they were hampered from the outset because they did not possess in reality that of which they had so frequently boasted—the command of the sea. Only at Oslo were they able to land substantial forces, which were increased as transports were able to evade the Allied submarines and mines in the Skagerrak. At Bergen, Trondheim, and the rest, it seemed that only a few hundred men, at most a thousand or two, were landed, and so far from embarking on a career of conquest the invaders were very shortly threatened with beleaguerment.

Major-General A. Carton de Wiart, V.C., who is in command of British forces in Central Norway, was wounded eight times in the last war and lost an eye and an arm. He won the V.C. by very gallant action in the battle of the Somme.

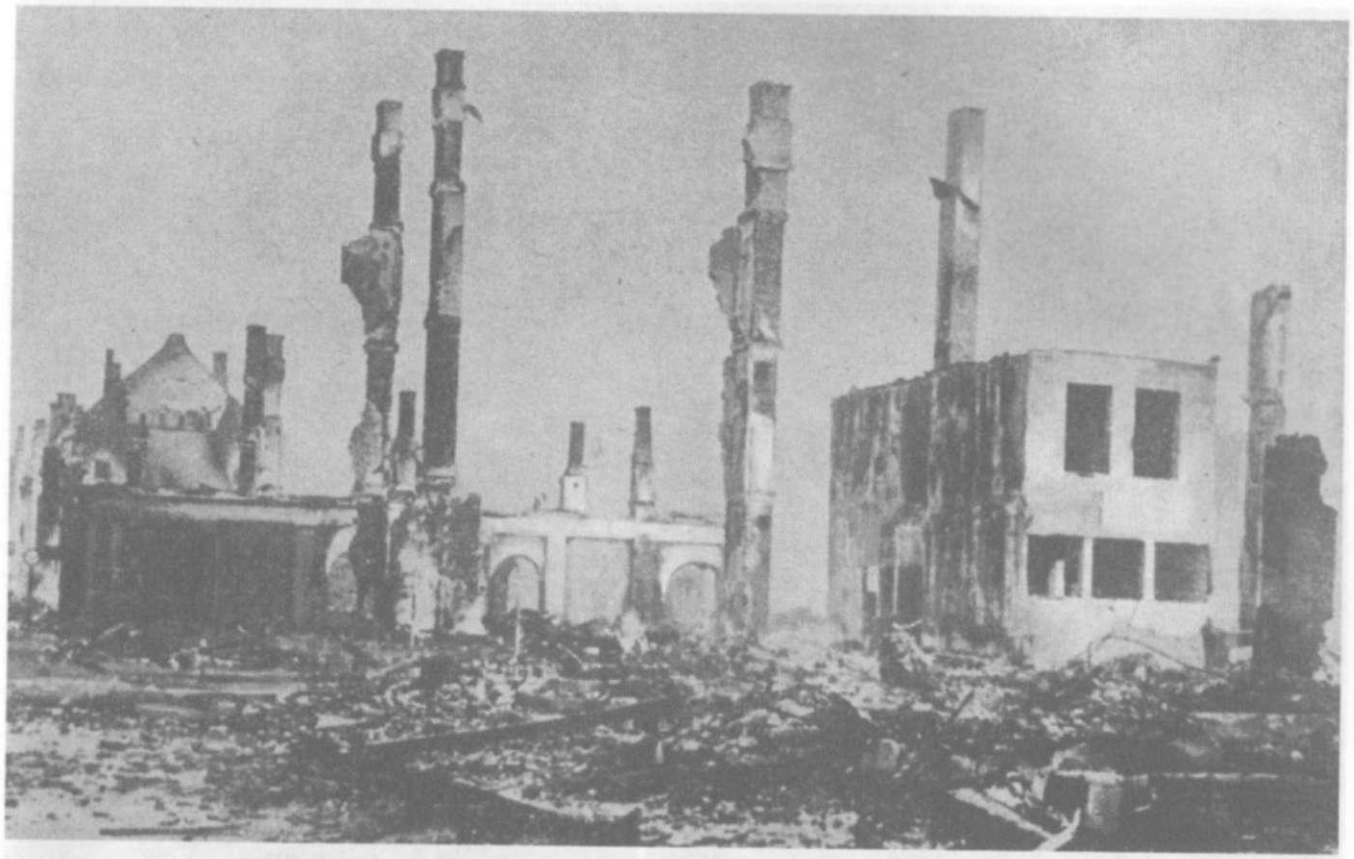
No names were mentioned in the communiqués announcing the landing of the Expeditionary Force. On April 21, however, it was announced that "there was considerable enemy air activity at Namsos during Saturday and many bombs were dropped. Extensive damage was caused to the town, but the only Allied loss was one British trawler sunk," from which it was deduced that Namsos was one of the places at which the British had arrived.

Namsos is a little town on Namsen Fjord, and it derives its importance from the fact that it is the most northerly point of the main Norwegian railway system. Amidst grand scenery of fjord and mountain the line runs to Trondheim, passing a number of places whose names, hitherto unknown, have been of late blazoned throughout the world. First there is Grong, 25 miles to the east of Namsos, where on April 18 a party of Germans sent by air from Trondheim were reported to have been put to rout by a small body of British troops advancing from Namsos. Running now to the south-west for about 60 miles the line comes to Stenkjer, reported to be the farthest north reached by the Germans moving on land from Trondheim; the town was held by Norwegians under Colonel Getz, who had a well-equipped ski detachment under him. A few miles farther south is Vaerdal, where the railway station on Sunday evening, April 21,

The British Expeditionary Force to Norway sailed from a Scottish port, and here some of the men are waiting in a dockside shed to embark. Like civilians embarking on a liner in peacetime they carry with them as little as possible. The heavier part of their equipment is taken on board and stowed away, so that on the upper decks the men may have as much room as possible to make themselves comfortable on board.

Photos, Associated Press and Planet News

Poland's Horrors Paralleled in Scandinavia



Elverum, at the mouth of the Oesterdal, easternmost of Norway's great valleys and a junction on the Oslo-Trondheim railway, suffered an hour's intensive bombing from Nazi 'planes on April 9. It was bombed again on April 11, when King Haakon arrived from Hamar in his flight from Oslo, and is now a ruin. Above is what was once the main street of Elverum, and, top, all that remains of a row of houses.

Photos, Sport & General and Keystone

Flaming War in the Land of the Fjords

This striking photograph shows a Nazi supply-ship and a warehouse burning at Bergen after the R.A.F. raid on April 16. More Nazi ships can be seen at anchor in the roadstead.
Photo, British Official: Crown Copyright

The Commander-in-Chief of the Nazi forces in Norway, General Nikolaus von Falkenhorst, is here seen with some of his staff on an airfield in Norway. He fought at Verdun in the Great War and in Poland in 1939. Aged 55, he is a general of infantry with a reputation for organizing ability.
Photo, Fox

was reported to be in flames from incendiary bombs. Between Vaerdal and Steukjer Tyrolean troops were said to be in action with the advance guard of the Allies. Between Grong and Trondheim, indeed, most of the stations were bombed by the German air force, and the British H.Q. under Major-General Carton de Wiart had to be moved several times.

Another Allied detachment landed at Aandalsnes, which is about the same distance to the south-west of Trondheim as Namsos is to the north-east. It is a little town of about 1,000 inhabitants situated at the mouth of the Rauma and at the entrance of a small branch of the Romsdal Fjord; in peacetime it is a centre for mountain climbing.

From Aandalsnes a railway climbs the plateau of Dovrefjeld to Dombaas, where it connects with the main line from Oslo to Trondheim. The Germans seem to have made frantic efforts to destroy the railway junction at Dombaas, but the 150 or 200 parachutists who were landed there from Nazi 'planes were either killed or captured by the Norwegians. Shortly afterwards there came the news that considerable bodies of British troops had passed through Dombaas either on the way south towards Oslo or north-east to Storen, an important railway junction only 25 miles from Trondheim.

Thus it became apparent that both from north and south Allied troops were closing in from the land on Trondheim, while on the west the British Navy kept watch and to the east a Norwegian garrison still held out against fierce Nazi attacks in the fortress of Hegre.

The choice of Trondheim as the Allies' objective is easily understood, for the old town lies at the entrance of a natural gateway into the heart of Norway. The city is a place of 72,000 inhabitants, of whom two-thirds were reported to have fled following the German invasion; it lies in a relatively low valley—the Trondelagen, as it is called—in the heart of country which is said to resemble that of the Surrey hills round Hindhead. As we have seen, it is the terminus of railways from Namsos, Sweden, Aandalsnes, and Oslo, the Norwegian capital.

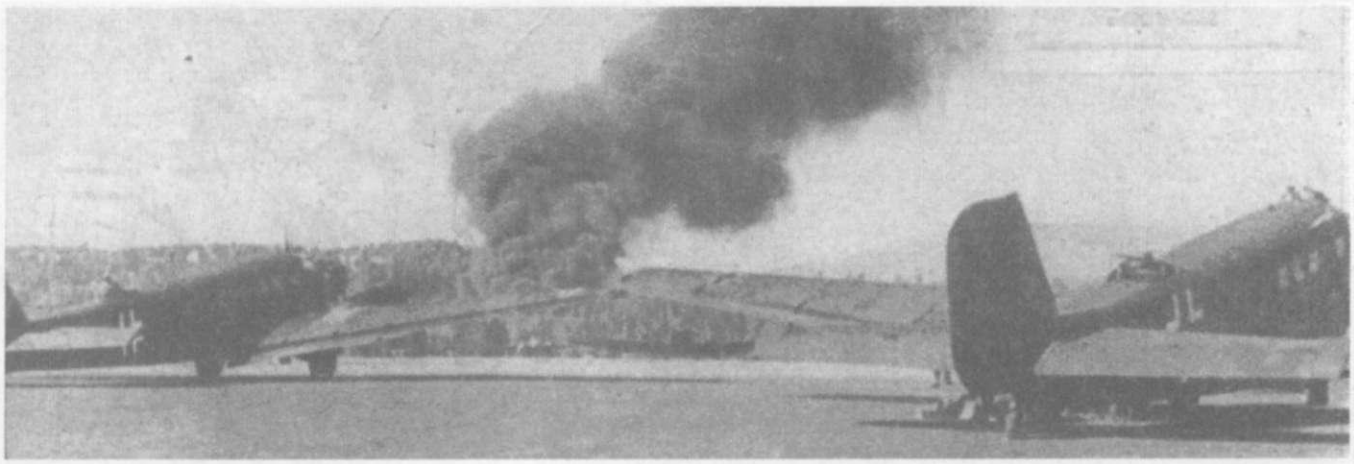
Of these the most important is the last, which at Storen bifurcates to meet again at Oslo. One line ascends the valley of the Gulda, crosses the watershed, and then proceeds down the valley of the Glommen through the beautiful Osterdal, easternmost of the great valleys of Norway, a favourite holiday-ground of the Norwegian people.

The second line toils up the barren heights of the Dovrefjeld to Dombaas (where it is joined by the branch line from Aandalsnes) and then turns south-east down the Gudbrandsdal through Lillehammer, a town of 5,000 inhabitants, where British troops were reported to have arrived, presumably from Aandalsnes,

The New Theatre of the War for Freedom

Scale of Miles
0 50 100 200
ARCTIC OCEAN
ATLANTIC OCEAN
NORTH SEA
Lofoten Islands
MINED AREA
MINED AREA
MINED AREA
Tromsø
Murmansk
Rybachi Pen.
Kirkenes
Petsamo
Alexandrovsk
Kandalaksha
Kemijärvi
Rovaniemi
Sodankylä
Ouhu
Kajaani
Nurmes
Joensuu
Kuopio
Vaasa
Umeå
Örnsköldsvik
Härnösand
Sundsvall
Gävle
Falun
Söderhamn
Uppsala
Västerås
Örebro
Karlstad
Kristinehamn
Arvidsjaur
Luleå
Piteå
Skellefteå
Vilhelmina
Storuman
Sorsele
Arjeplog
Jokkmokk
Gällivare
Kiruna
Narvik
Tromsø
Harstad
Andenes
Bodø
Mo
Mosjøen
Namsos
Steinkjer
Grong
Levanger
Trondheim
Stjørdal
Kristiansund
Molde
Åndalsnes
Ålesund
Stadlandet
Florø
Sognefjord
Hardangerfjord
Bergen
Haugesund
Stavanger
Egersund
Kristiansand
Arendal
Grimstad
Lillesand
Risør
Tvedestrand
Skagerrak
Kattegat
Aalborg
Randers
Aarhus
Horsens
Esbjerg
Kolding
Odense
Fyn
Copenhagen
Zealand
Helsingør
Helsingborg
Malmö
Lund
Kristianstad
Ystad
Ängelholm
Halmstad
Falkenberg
Varberg
Kungsbacka
Göteborg
Borås
Jönköping
Linköping
Norrköping
Motala
Mjölby
Skövde
Hjo
Lidköping
Vänersborg
Trollhättan
Karlskoga
Örebro
Köping
Västerås
Eskilstuna
Strängnäs
Södertälje
Stockholm
Nynäshamn
Visby
Gotland
Ventspils
Liepaja
Jelgava
Riga
Latvia
Tallinn
Estonia
Parnu
Tartu
Narva
Pskov
Lake Peipus
Lake Ladoga
Leningrad
Kronstadt
Kotka
Viipuri
Hanko
(to U.S.S.R.)
Gulf of Finland
Turku
Helsinki
Åland Is.
Pori
Tampere
Rauma
Lahti
Mikkeli
Savonlinna
Sortavala
Kajaani
Oulu
Gulf of Bothnia
Gulf of Riga
Baltic Sea
Denmark
Lithuania
Siauliai
Pangevzys
Memel
Tilsit
Kaunas
Königsberg
Wilno
Minsk
Polotsk
Daugavpils
Grodno
Elbing
Danzig
Gdynia
G. of Danzig
Allenstein
Augustow
Lida
Neman R.
Dvina R.
Lule R.
Kalix R.
Torne R.
Kemi R.
Oulu R.
Kiiminki R.
Pyhäjoki R.
Kalix L.
Torne L.
Uddjaur L.
Suomussalmi
Kuusamo
Pielisjärvi
Kitee
Joensuu
Lappeenranta
Imatra
Vuoksa R.
Saimaa Canal
Lake Saimaa
Lake Pielisjärvi
Lake Kallavesi
Lake Onega
Lake Ilmen
Lake Peipus
Lake Pskov
Lake Ladoga
Lake Vänern
Lake Mälaren
Lake Hjälmaren
Lake Vättern
Lake Vänern
Lake Mjösa
Lake Tyrifjord
Lake Femunden
Lake Storsjön
Lake Siljan
Lake Hornavan
Lake Torneträsk
Lake Vuoksa

Germans at Bay in Their Stolen Bases



This German photograph, taken since the occupation of Oslo, shows two of the Junkers J.U. aeroplanes used for transport purposes at the airport in Oslo. According to the Nazi caption, the smoke in the background rises from a British bomber brought down in flames. On April 24 it was officially announced that the Oslo air bases had been attacked by the R.A.F. Before the bombing pamphlets were dropped to warn the people to take cover.

Photo, Keystone

on April 19, and Hamar (where the Norwegian royal family, cabinet, and parliament took refuge after the occupation of Oslo by the Germans on April 9, and which in the following days was reported to be the scene of fierce fighting, some reports, later disproved, stating that the town had actually been recaptured by the British), and so on to Oslo.

At Hamar a branch line runs to Elverum on the Osterdal; Elverum was also frequently mentioned in the communiqués of the early days of the war, and very shortly was completely destroyed by the German bombers.

After a fortnight of war it was still impossible to give the exact location of the Allied troops, but enough was known of their movements to appreciate to some extent the strategy of the Allied commanders. Everywhere save at Oslo the invaders were cut off from the interior of the country, while at sea the British Navy prevented the arrival of transports and supply ships. Particularly at Narvik in the far north, and at Trondheim in the centre, the operations were approaching a critical stage, and the fighting assumed an intense description. The Germans for their part were endeavouring to relieve their garrison at Trondheim by dispatching troops along the double railway from Oslo, but their progress was barred in the neighbourhood of Hamar and Elverum by Norwegian troops, now reinforced by British battalions. Halted on land and worsted at sea, the Germans now staked everything on their air force, making constant attempts to reinforce their scattered garrisons by parachutists and troops carried by 'plane and to hamper the British advance by bombing.

Of the other centres of German occupation, Stavanger was almost constantly bombed by British 'planes with a view, no doubt, to the nailing down of the Nazi air force so that they should not be able to pry too closely into the movements of the Allied ships and columns. As for Bergen, the Germans there were in an almost isolated pocket, for the railway which connected it with Oslo was believed to be still in Norwegian hands, and in any case could be made to present tremendous obstacles to the passage of an enemy force, for in its length of 305 miles it has no less than 184 tunnels, and rises to a height of over 3,000 feet above sea level. Moreover, report had it the British had also landed at Laerdal on Sogne Fjord, whence two good roads lead to the railway.

Exactly a week after the first official announcement of the landing of British troops in Norway the War Office issued a communiqué which stated that: "In our operations in support of the Norwegians our troops, landing at many places, have achieved considerable successes in the face of great difficulties. They have gained touch with Norwegian forces, to whom they are giving all support in their power."

The aerodrome at Stavanger was apparently intended by the Germans to be their chief air base in Norway. This German photograph shows troops arriving at the aerodrome to take up "strategic positions"—no doubt to defend it from land attacks. The Royal Air Force and the Royal Navy have other views, and on April 17 the aerodrome, several miles inland, was heavily shelled for 80 minutes by British warships. **See also page 449.**

Photo, Associated Press

Diplomats Are in the Front Line in Norway

Sir Cecil Dormer, the British Ambassador to Norway, and his wife (above) prepare to leave Elverum, and (right) a diplomat's car being camouflaged.

WHEN the Nazis invaded Norway on April 9 most of the diplomats were caught unawares and unintentionally found themselves in the "Front Line." The British and French immediately left Oslo for the interior, while the Americans and other neutrals sought places of safety from where they could carry on their work of safeguarding their nationals' lives and interests.

Another minister who has been in the "front line" is the French Military Attaché, Major Bertrand-Vigne (above).

Captain Robert Losey, U.S.A. Assistant Air Attaché in Norway, Sweden and Finland, seen on the left talking to Mrs. Harriman, U.S. Minister to Norway, was killed during a Nazi raid on Dombaas, in Central Norway, where lines from Trondheim, Aandalsnes and Oslo meet, on April 21. Captain Losey, who had been in Finland during the Finnish war, went to Norway directly she was invaded, and was engaged in assuring the safety of members of the American diplomatic staff. During the raid on Dombaas Captain Losey was standing outside a mountain tunnel while the rest of his companions sought safety inside, and a bomb splinter entered his heart.

Photos, Topical

Debits and Credits of the Scandinavian War

Whatever the strategical results of Hitler's Scandinavian adventure, we may note already a number of economic consequences. Some of the most immediately important of these are mentioned below, and it will be seen that even in this sphere Germany's aggression is a two-edged sword.

FOR hundreds of years Denmark and Norway have been linked by innumerable ties of commerce with the British Isles. Those ties—all of them in the case of Denmark, and many in the case of Norway—have now been rudely severed, and as a result of her unprincipled and unprecedented aggression Germany has secured for herself some very concrete economic advantages.

As everybody knows, Denmark is a principal producer of the bacon, eggs, and butter which feature so largely in the British menu; the Danish imports into the United Kingdom in respect of these items have amounted to over £25,000,000 per annum, representing nearly half of our total bacon imports, a quarter of our butter imports, and a third of our egg imports. In addition, Denmark has supplied us with large quantities of canned bacon and hams, pork, and tongues; cheese, cream, condensed milk, and lard. Denmark is now in enemy hands; consequently our breakfast-tables cannot but be seriously depleted. In this case, at least, Britain's loss is Germany's gain, for these goods are just the things which the German people have had to do without in order that, as Goering told them, they should have a sufficiency of guns.

While the German troops were still consolidating their position in Denmark, Lord Haw-Haw of Hamburg entertained his British listeners with an exceedingly lugubrious recital of the above facts. There were certain other facts, however, which he was careful not to mention. He did not say, for instance, that we have several alternative sources of supply—New Zealand, Canada, and Eire, in particular. Nor did he venture to look beyond the immediate present. No doubt, as the result of her seizure of Denmark, Germany will obtain larger supplies of butter from the little country than she has been receiving in the past, but it is practically certain that by next spring the supplies will show signs of falling off owing to a famine in cattle-feed, as Danish farmers depend almost entirely on this country for maize, oil-cake, and artificial manures. As the months pass dairy produce will steadily diminish, and more and more cattle will have to be slaughtered through lack of winter food.

Amongst Hitler's other economic gains in Denmark are supposed to be some 200,000 tons of petrol—which is equal, however, only to a fortnight's consumption on Germany's peacetime scale; and perhaps some of the Danish gold reserve of £12,000,000.

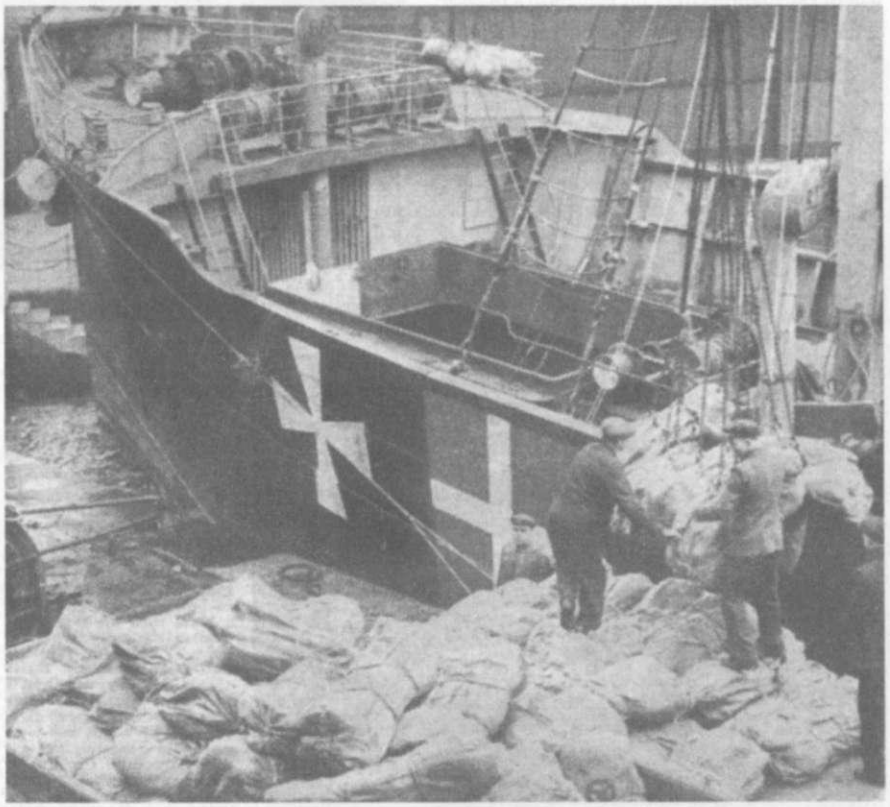
Anglo-Norwegian trade has never assumed the proportion of that with Denmark, but Norway has supplied us with large quantities of fish, iron-ore, and, still more important, wood pulp, paper, and cardboard. Already since the war began these supplies have been seriously interrupted, and it goes without saying that the invasion of Norway has dealt a hard blow at the British Press. Germany, however, will not get the produce of Norway's forests, nor, as M. Reynaud has declared, will she receive another ton of iron-ore from the Norwegian port of Narvik. Now that the British command Narvik, the supply of ore to Britain may continue to flow uninterruptedly, and of course the Canadian forests are capable in time of making good the deficiency in wood pulp.

In the light of recent events it would seem to be rather a pity that the Norwegians are such a prudent people, for in the months before the war they bought up nearly a year's supply of petrol and lubricating oils, and also accumulated a year's supply of grain, cotton, coffee, and tobacco—very largely, as it now transpires, to Germany's advantage. On the other hand, the season's catch of 150,000 tons of whale oil produced by Norway's floating whale-oil factories had already been bought by Britain and will shortly be arriving in British ports.

Norway's gold reserves amounted to over £20,000,000, but, as is the case with Denmark's, it is believed that most of the gold has escaped seizure by the Nazis.

In very large measure the wealth of Norway and Denmark is represented by its mercantile marine, and if Hitler could have seized this he would indeed have secured a prize. But the command of the sea rests with Britain, and the allegiance of Norway to the Allied cause has brought about 4,500,000 tons of merchant shipping into the Allied merchant navy, although about half of this tonnage had been already chartered by the Allies. The Danish mercantile marine totalled about 1,000,000 tons, and the greater part of this will sooner or later come under the flag of the Allies. More than three-quarters of the Danish and Norwegian merchant fleets consist of modern Diesel-driven ships, most of them tankers or fast cargo carriers. At the beginning of the war, for instance, Norway owned 272 tankers of 2,117,381 tons gross.

One other highly important economic result of Hitler's invasion of Scandinavia remains to be mentioned. As a result of the British occupation of the Faroes and of part of the Norwegian coast, and the "benevolent neutrality" of Iceland and Greenland, it will now be possible to tighten up very considerably the blockade in North Atlantic waters.



Following the invasion of Scandinavia a Nazi radio message to Norwegian and Danish merchant ships ordered them to put into Spanish or Italian ports. The B.B.C., however, on April 10, 1940, advised them that they should rather make for an Allied port, where a warm welcome awaited them. Many Danish ships accepted the offer and have swelled the numbers of the Allied merchant fleet considerably. Here is a Danish ship unloading her cargo of bacon at a British port. *Photo, Fox*

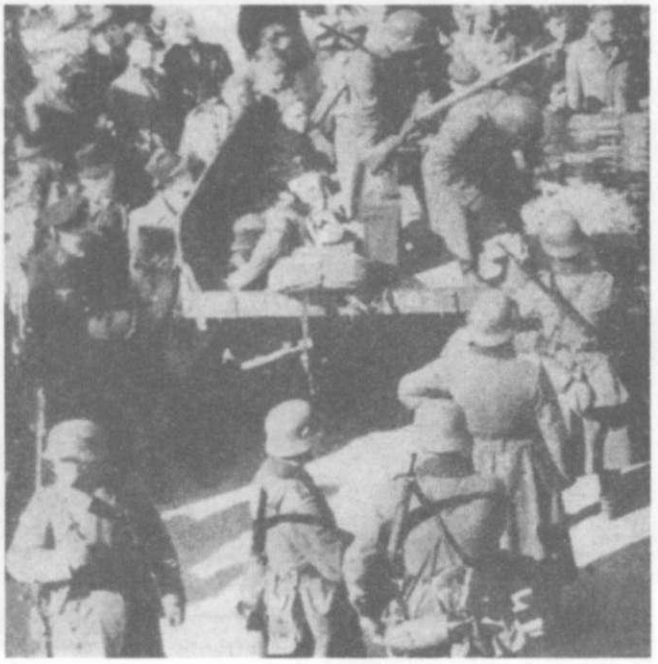
Only a Year After Hitler's Guarantee!

So far there seems to be little evidence that treachery, such as was seen in Norway, played any important part in the subjugation of Denmark, the reason probably being that the Nazis, seeing so little chance of serious resistance, did not consider a campaign of intrigue a necessary preliminary to a campaign of aggression. There may, however, have been a few instances of Nazis who had already got a footing in the country helping the invaders. To Hitler the occupation of Denmark was merely a necessary preliminary to his attack upon Norway, but already the Aalborg aerodrome has suffered damage, for on April 21 it was announced that R.A.F. bombers had carried out a surprise attack, resulting in great damage.

For a short time the German invaders of Copenhagen provided military patrols in the streets, but after a few hours the control of traffic was handed back to the Danish police, one of whom is here controlling the traffic for Nazi troops.

Prussian militarism at its smartest has been employed to impress the Danes with the efficiency and might of the invading army. Here in the Danish harbour of Korsor are the headquarters of the Nazi commandant. With his spruce staff he is the very embodiment of ruthlessness.

Copenhagen in peacetime was one of the happiest cities in Europe. The people delighted in all the gaieties that a capital city can afford; the restaurants were crowded in winter, while in summer many open-air cafés were thronged at all hours. In one night all that was changed, and the once happy people were plunged into a bitter melancholy.



Most of the German troops in Copenhagen were very young and nervous, according to an eye-witness, and their politeness to civilians was rather overdone. In the photograph above, Nazi soldiers are trying to make friends with Danish girls. Right, a lorry is loading up some of the much-needed food commandeered for the German army.

Photos, Associated Press and Planet News

Famous Regiments at the Front

Hampshire Regt.

The Hampshire Regiment, originally the 37th and 67th Foot, raised in 1702 and 1758, fought in Marlborough's campaigns ; in the last war 36 battalions were recruited. The Middlesex Regiment, known as the " Die-Hards," was raised as the 57th and 77th Foot in 1755 and 1787, and there were 46 battalions in the last war. The King's Own Yorkshire Light Infantry was formerly the 51st and 105th regiments raised in 1755 ; there were 26 battalions in the last war.

Middlesex Regt.

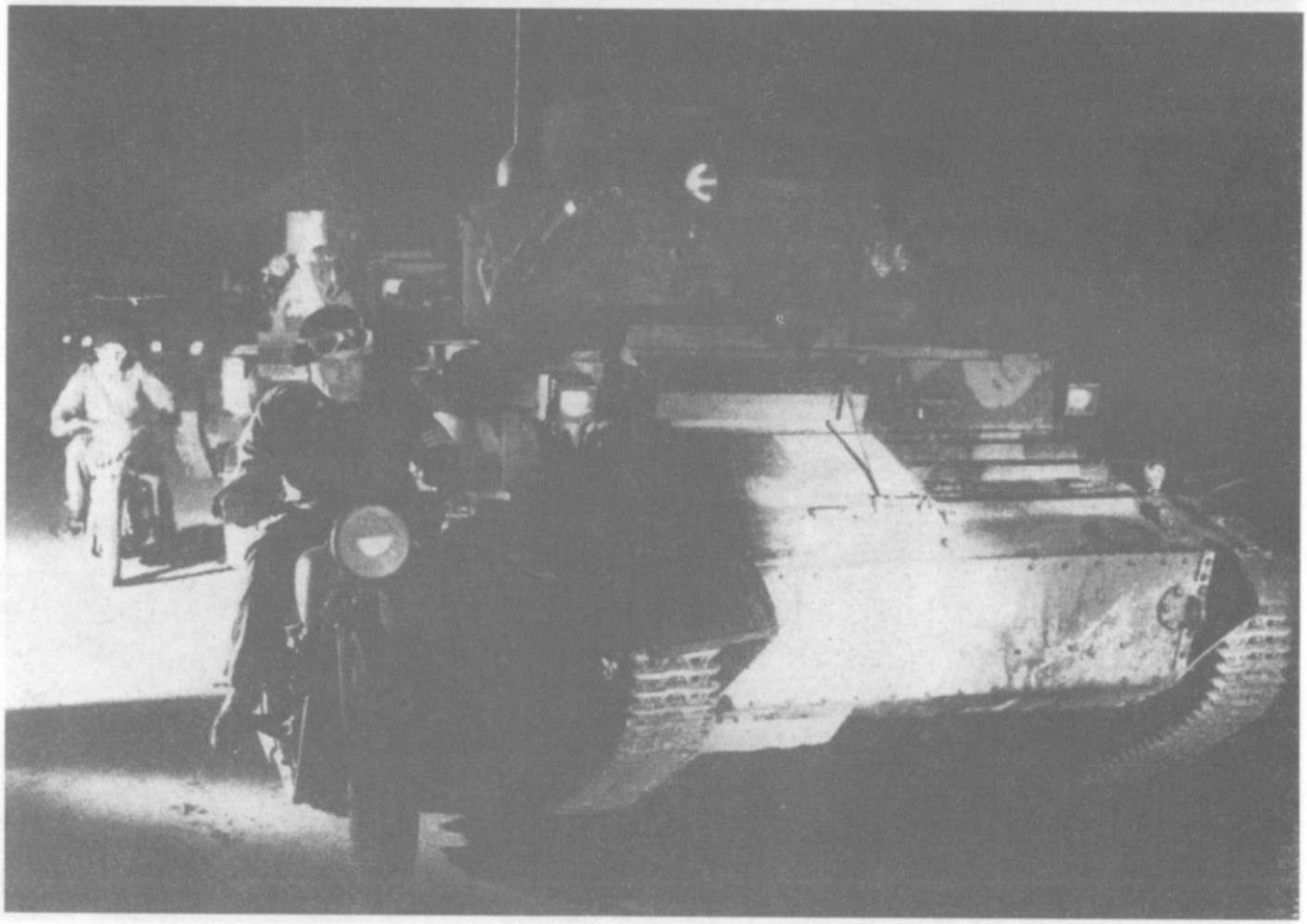
Men of the Hampshire Regiment are in a trench in France. This point they have named " Swede Basher Post." Right, men of the Middlesex Regiment with the B.E.F. are getting their machine-gun into position.

K.O.Y.L.I.s

These smiling men of the King's Own Yorkshire Light Infantry are just starting off in a lorry on the first stage of leave. Left to right are : Pte. Atkinson of Thirsk, Sergeant Thompson of Broadstairs, Pte. Parker of Doncaster, Pte. Gledhill of Hewarth, Pte. Harwood of West Auckland, and L/Cpl. Sauthouse of Sheffield.

Photos, British Official : Crown Copyright

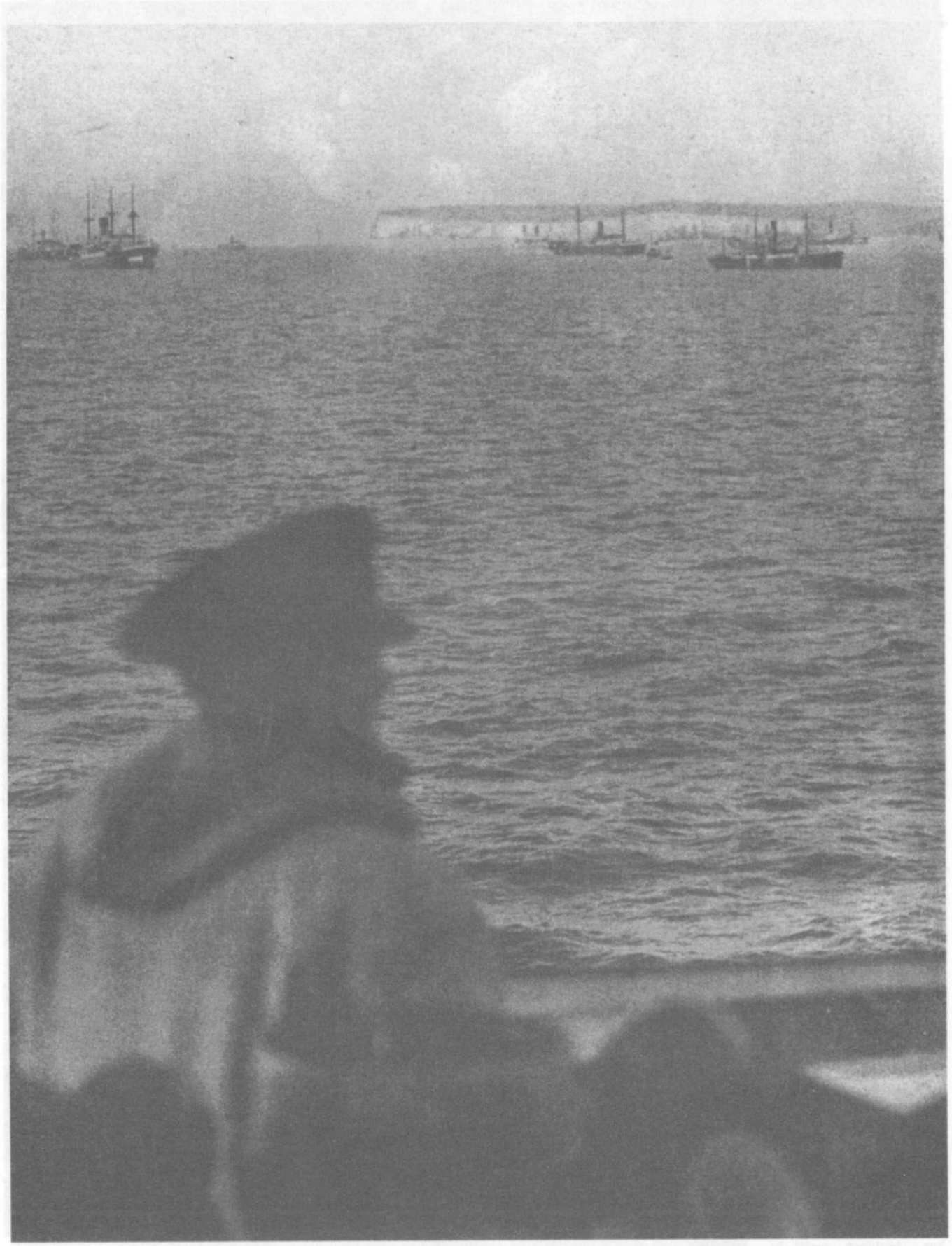
'All Through the Night' Move the British Tanks



Sergeants of the Royal Armoured Corps discuss a technical point over the body of a cavalry tank during night-time exercises "somewhere in France" (top). On the right can be seen the two machine-guns, and on the left the powerful searchlight. With their motor-cycle escort the cavalry tanks (lower photo), better known as the light tanks, can travel at 40 miles an hour on their ten-wheeled tracks. The light tanks are managed by the new mechanized cavalry regiments.

Photos, British Official: Crown Copyright

Within Sight of Old England's White Cliffs



The Dover Patrol won undying fame in the last war by its famous raids on Zeebrugge and Ostend. Its task in this war is less arduous, for the Belgian coast is not now in enemy hands. Nevertheless it is playing an important part in contraband control, for the Straits of Dover, only 21 miles wide, are a bottle-neck through which many of the ships endeavouring to carry contraband to or from German or neutral ports must pass.

The Dover Patrol Lets Nothing Slip Through

Here is the scene in the Downs as the officers of a destroyer serving with the Dover Patrol see it from the bridge. Neutral merchant ships of many types and sizes have come to anchor to await examination of their cargoes for contraband that may be directly or indirectly consigned to Germany. In the centre a patrol boat carrying examiners is approaching one of the vessels. In the left-hand page neutral ships are steaming towards the control.

Our Submarines Were Busy Off Norway!

Left to right are three submarine commanders. Above is Lieut.-Commander W. D. King of the "Snapper,"

Left is Lieut.-Commander B. Bryant of the "Sea Lion" being greeted by his wife. Above is Lieut.-Commander J. Slaughter of the "Sunfish."

The three submarines whose captains and crews are shown in this page have between them accounted for nearly 40,000 tons of enemy shipping. Above left are some members of the "Sealion's" crew. The "Snapper," some of whose crew are seen right, brought back four prisoners, who are seen in the centre photograph under an armed guard; they came from a German tanker sent to the bottom with 400 tons of petrol on board. The "Sunfish" accounted for four Nazi ships with a tonnage of over 16,000

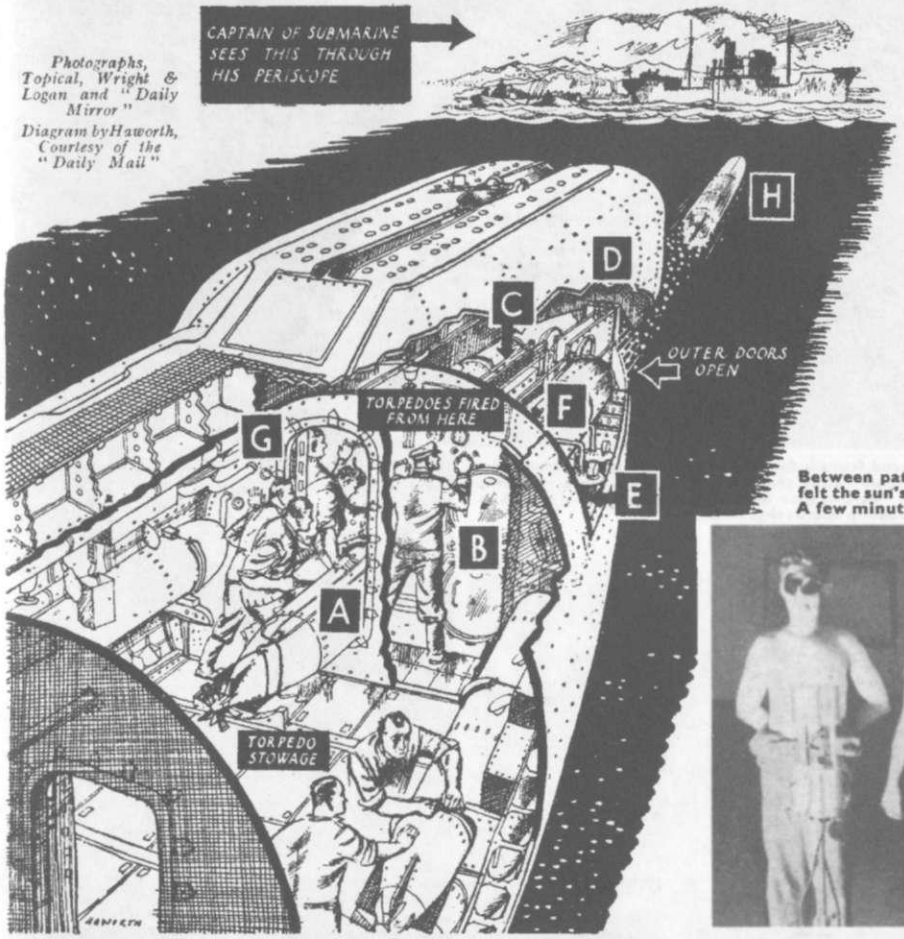
Photos, L.N.A., Keystone, "News Chronicle," and Wide World

Triumph and Tragedy Under Northern Seas

Left is Lieut.-Commander J. H. Forbes of the "Spearfish," whose attack on the "pocket" battleship "Admiral Scheer" on April 11 is described in page 475. Above, the crew of the "Spearfish" are landing after she had returned to port. Her captain is indicated by the arrow.

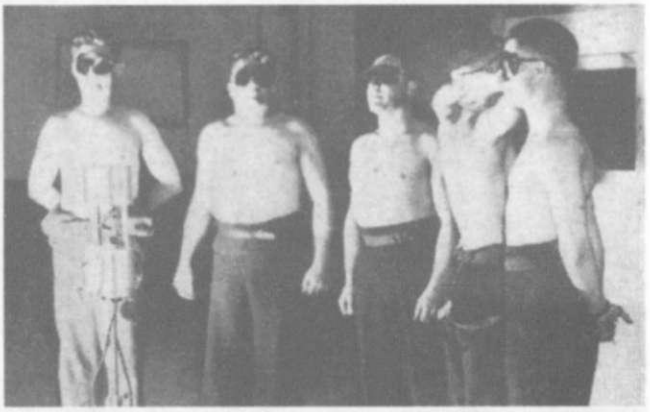
Photographs, Topical, Wright & Logan and "Daily Mirror"

Diagram by Haworth, Courtesy of the "Daily Mail"

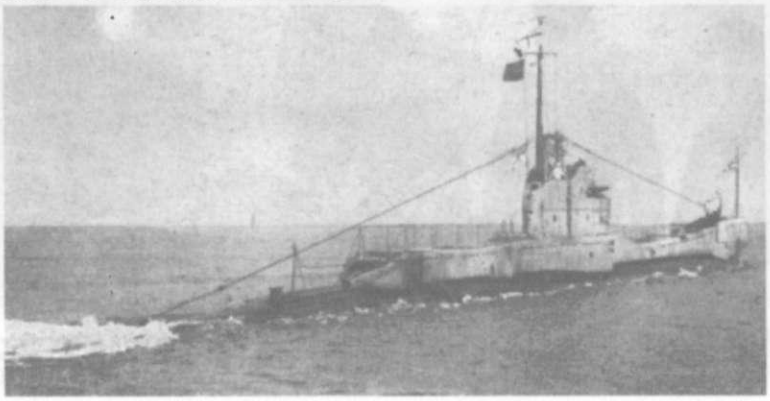


TORPEDOES are fired from a submarine in the two foremost compartments seen in the diagram left. A, Torpedoes are being slung out from the storage room and placed in the tubes by block and tackle. B, A torpedo is in the tube and the inner door is locked. C, Hydraulic apparatus opening the outer torpedo door and bow cap. D, Outer torpedo door and bow cap. E, Reservoir of compressed air at a pressure of 2,000 lb. to the sq. in. which is used to fire the torpedo. F, Compressed air cylinder, 500 lb. pressure, which forces the torpedo out of the tube. G, One of two watertight doors in bulkhead between storage room and firing space. H, The torpedo leaving the tube. This diagram shows on a larger scale and in more detail the forward part of that in page 629. Vol. 1.

Between patrols the crew of a submarine who may not have felt the sun's rays for many days are given an artificial sun bath. A few minutes' treatment can repair the wastage of many days.

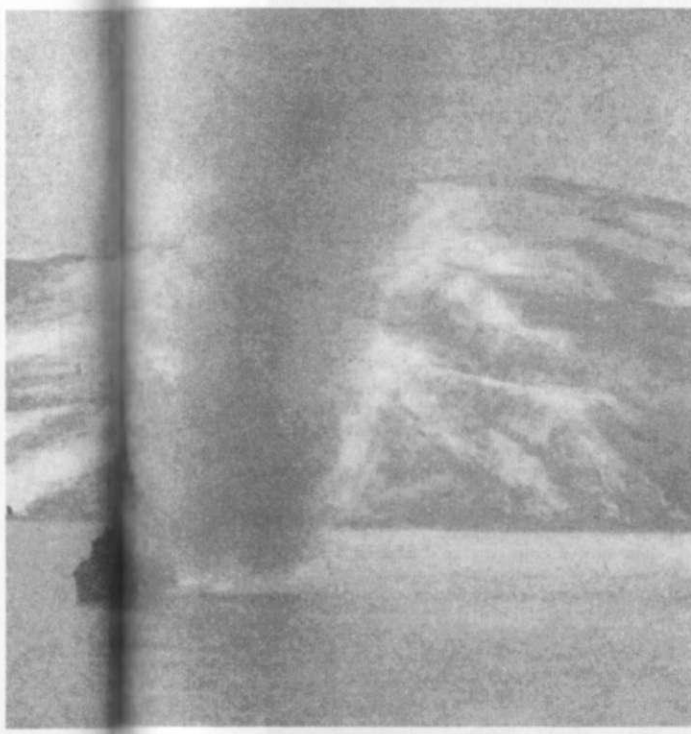


Right is H.M. Submarine "Thistle," which the Admiralty on April 17, 1940, announced to be overdue and presumed lost. Her last signal to a convoy in the North Sea, was "Good luck." She was a "patrol type" of submarine of 1,090 tons, carrying a complement of 53, and a sister ship of the "Thetis," which foundered on her trials on June 1, 1939. The other photograph is of the "Thistle's" commanding officer, Commander W. F. Haselfoot,



In the Cold Grey Waters of Narvik Fjord 'Waspite' Puts 'Finis' to

The photographs above and below are reproduced from a film found exposed in a camera discovered in the German destroyer "Hans Ludemann" after the battle in Narvik Fjord. Above, Nazi troops landing at Narvik from a destroyer. Below, men aboard a German ship; a sunken enemy supply vessel is seen in the background.



Yet another ...uspage was added to the annals of British naval history when, du... Narvik on ... seven German destroyers were sunk. Above, an enemy destr... Narvik Fjo... White Ensign (right) is flying over the Swastika on the mast of a

Drake Would Have Cheered the Men from Narvik

Some account of the battle of Narvik in which the destroyers " Hardy," " Hotspur," " Hostile," "Havock " and " Hunter " attacked superior German forces has already been given (see page 426). Here is the full story of this Drake-recalling action as told in an Admiralty bulletin issued on April 23. See the special photographs in the preceding pages.

On the afternoon of April 9, begins the bulletin, the Second Destroyer Flotilla were between the south-west end of the Lofoten Islands and the mainland of Norway.

The sea between the Lofoten Islands and the coast is called Vest Fjord. It is nearly 60 miles long. Wide at the entrance, it narrows to a channel less than two miles wide. Vest Fjord leads into Ofot Fjord, towards the head of which lies Narvik, with the small but deep Rombaks Fjord beyond the harbour.

From Vest Fjord to Ofot Fjord ships have to pass through a channel nearly 15 miles long and less than two miles wide, with high land on either side.

It is an approach which is easy enough in daylight with good visibility, but a passage not lightly to be undertaken at night in a heavy snowstorm, with strong enemy forces in the vicinity.

At 4 p.m. on April 9 " Hardy " (Captain Warburton-Lee) approached Tranoy, a Norwegian pilot station near the head of Vest Fjord, and landed two officers to seek information.

Thus it was learnt that Narvik was strongly held by the Germans and that there were in Ofot Fjord at least six German destroyers, larger and more powerful than " Hardy " and her consorts.

This was communicated to the Admiralty, who thought an attack on Narvik by the flotilla in face of these strong German forces so hazardous that at 1 a.m. on April 10 Captain Warburton-Lee was told that he must be the sole judge of whether to attack or not, and that the Admiralty would support him whatever happened.

Captain Warburton-Lee replied that he intended to attack at dawn high water.

Attack Before Dawn

At 3 a.m. on April 10 " Hardy," " Hotspur," " Hostile," " Havock " and " Hunter " proceeded into the narrow channel leading into Ofot Fjord.

There was a slight east wind. It was misty and snowing heavily. Visibility was so low that fog lights had to be used to enable the ships to keep in touch with one another.

" Hardy " led the flotilla. The narrative of one of her officers states : " We never saw either side of the fjord at all, except early, when we nearly hit it once."

The passage was, however, successfully accomplished, and about 4.30 a.m. the flotilla was off Narvik. With the other destroyers patrolling outside, " Hardy " entered Narvik harbour alone.

At first nothing but a merchant ship near the entrance could be seen. When " Hardy " had passed the ship, however, a mass of other shipping came into view, including a large German destroyer.

" Hardy " at once turned to port and fired torpedoes, at the same time increasing speed to 20 knots. As " Hardy " was swinging under helm two more large German destroyers came into view.

Torpedoes were fired at them and " Hardy " opened fire with her guns. At that moment there was a loud explosion and a sheet of red flame from the first German destroyer, and thousands of rounds of tracer ammunition began to go off in the air, looking like bright stars.

One of " Hardy's " torpedoes had found its mark and one of the enemy ships had been accounted for.

Hotly engaged by two German ships of superior gun-power, and also by guns mounted ashore and having fired her torpedoes, " Hardy " withdrew, and the other British destroyers went in to the attack.

Their torpedoes made havoc among the German supply ships and transports, and the German destroyers were hit by gunfire.

Then " Hardy " attacked again. She was at once heavily engaged by the shore batteries and the heavier guns of the two remaining German destroyers in the harbour.

Again " Hardy " withdrew, and the other British destroyers attacked in turn, hammering at the German destroyers and batteries, which quickly ceased fire, so that it was thought that all opposition had been broken.

" Hardy " led a third attack, but as she withdrew from this she sighted three large German destroyers steaming towards her from the direction of Rombaks Fjord.

The signal to withdraw was at once made, and speed was increased to 30 knots. At the same time " Hardy " opened fire on the leading German ships. The German ships were firing at her.

As " Hardy " turned down the fjord two more large German destroyers were sighted ahead. Action was at once joined. " Hardy " was hit almost immediately by the heavier shells of the German ships.

The bridge of " Hardy " was hit and reduced to a shambles. Captain Warburton-Lee was mortally wounded. The only man on the bridge who was not killed or rendered unconscious was the captain's secretary, Paymaster-Lieutenant Stanning, and his left foot was useless.

Aft, the First Lieutenant, Lieutenant-Commander Mansell, was keeping the remaining guns in action.

Realizing that the ship was still steaming fast and without anybody at the helm, Paymaster-Lieutenant Stanning dragged himself to the wheelhouse. It was a shambles and there was nobody alive, so Paymaster-Lieutenant Stanning took the wheel himself and steered the ship, looking through a shell hole.

Soon afterwards an able seaman appeared. Paymaster-Lieutenant Stanning turned the wheel over to him and made his way back to the bridge, where he took charge of the ship.

He had no idea of what was happening aft, but he has reported that he had a vague idea of ramming the enemy, who were now abreast of " Hardy " and firing almost point-blank.

When the gallant captain of the " Hardy " had been mortally wounded, Lt.-Cmdr. Mansell (seen above in the Norwegian ski-ing kit in which he landed in England) took command of the ship's company.
Photo, Sport and General

At that moment, however, a shell struck " Hardy " in the engine-room. Steam escaped and the vessel at once began to lose way. Paymaster-Lieutenant Stanning then put the helm over to beach the ship in order to save life.

By the time " Hardy " grounded she was practically stopped. One gun was still in action and the ship was under heavy fire at short range.

Meanwhile, " Hunter " had been sunk and " Hotspur " and " Hostile " had suffered damage. The Germans, however, were by no means unscathed.

In addition to six supply ships sunk in Narvik harbour and the German destroyer torpedoed by " Hardy," three of the other German destroyers had been heavily hit and were seriously on fire.

The enemy made no attempt to pursue the remaining British destroyers, and these sank the German ammunition ship " Rauenfels " on their way down the fjord.

The ship's company of " Hardy," under the command of Lieutenant-Commander Mansell, the First Lieutenant, were endeavouring to abandon ship under fire.

This was no easy matter, as the only remaining boat proved unseaworthy and there were many badly wounded. The German destroyers, however, soon drew off.

Landing the Wounded

Captain Warburton-Lee was lashed in a stretcher and lowered into the water. He was towed ashore by Mr. McCracken, the gunner, and one rating, but he was dead when they reached the shore.

There were several wooden houses about half a mile from the shore, and the survivors distributed themselves among these for warmth and shelter.

The majority went to the house of a Mrs. Christansen, where about 80 men huddled together trying to restore their circulation. Mrs. Christansen and her daughter distributed food and all the clothes they had.

Surgeon-Lieutenant Waind, himself wounded, did what he could for the wounded, the bearing of whom was very courageous.

Particularly was this so in the case of Able Seaman Bailey, who, half frozen with cold and with one hand shot off, sat for one-and-a-half hours and never once murmured.

The first consideration was to get help for the wounded. A Norwegian succeeded in getting an ambulance from Ballanger, a small town 15 miles away on the south side of Ofot Fjord, which took some of the wounded.

Others were lashed on to a sledge and dragged into Ballanger. For the greater part of the way the road was nothing but a rutted track full of holes.

It must have caused great pain to the wounded, but they bore their sufferings with the greatest fortitude.

Able Seaman Clark was particularly courageous. Chief Stoker Styles, who had been very seriously wounded and had been brought ashore by Lieutenant-Commander Mansell and Stoker Petty Officer Carey, died of his injuries and was buried under the snow.

On their way the " Hardy's " survivors fell in with British merchant seamen who had been prisoners on board a German supply ship at Narvik and had been released during the action. At Ballanger the British survivors made contact with the Norwegians, reorganized and consolidated.

They were taken off by H.M.S. " Ivanhoe " on April 13, after H.M.S. " Warspite " and other British naval forces had accounted for the whole of the German naval forces in Narvik and Rombaks Fjord.

'Back to the Army Again, Sergeant'

Left, Sergeant Edwin Scrutt, who recruited many young men in the last war, is enlisting one of the Boys of the Old Brigade in the A.M.P.C. Above is Major-General L. W. Amps, the G.O.C., by a happy coincidence, of the A.M.P.s. Right corner, the A.M.P.C. badge.

A wiring party at a depot on the East Coast is seen above. These men are probably not having their first experience of barbed wire. Left, A.M.P.s are laying a military railway in France.

THE Auxiliary Military Pioneer Corps, now known as the A.M.P.C., was first formed in November 1939, and so satisfactory has the experiment proved that early in April 1940 more men between 30 and 50 were called for. The average age of the men is about 40, and though they will not, of course, be thrown into the front line, they are trained as soldiers to use the rifle and are under the same discipline as infantrymen. Other photographs of the A.M.P.C. appear in Vol. I, page 501, of this work.

This cheery scene is at a holiday camp that has now been taken over for men of the Auxiliary Military Pioneer Corps. The call to which the men are listening is a familiar and welcome one to old soldiers among them, "Come to the cookhouse door." Each man is waving his knife, fork and spoon aloft as a sign of approval. In such a camp as this there is generally a large hall in which the men can take their food instead of having it in their huts.

Photos, British Official: Crown Copyright, and Associated Press

WORDS THAT HISTORY WILL REMEMBER

Extracted from Authoritative War Speeches and Statements Week by Week

(*Continued from page 434*)

Danish Premier Recognizes 'Force Majeure'

Tuesday, April 9, 1940

HERR STAUNING, Prime Minister of Denmark, in a speech in the Danish Parliament:

With grave sorrow the country has received the news of today's events. We have been pursuing a policy which aimed at keeping out of serious entanglements. Last night, however, we learned that the Danish-German frontier had been crossed by German forces. German bombers flew over our capital, and the Government had to accept the German demands for the admission of German troops into Denmark.

Germany has assured us that she has no intention to violate Denmark's independence and territorial integrity. Our purpose for our country and people was to save them from the disastrous consequences of war. We deplore the death of those good sons of Denmark who lost their lives in the early hours of this day.

Our people will undoubtedly realize the necessity of the Government's attitude as laid down in the Royal Proclamation, while the Government will be aware of its responsibilities. It is only Denmark and nothing but Denmark which matters now.

Norway's Courageous Stand Against Invasion

Thursday, April 11

HERR NYGAARDSVOLD, Norwegian Prime Minister, in a proclamation:

The German Government asked the King to nominate a Norwegian Government enjoying the confidence of Germany and nominated by the Fuehrer. The King has not yielded to the German demand, acceptance of which would have transformed Norway into a vassal German State. No other Government should be in power in Norway except a Government that has the confidence of the Norwegian people. The Nygaardsvold Government, which has led the country for five years in collaboration with the Storting, is still the only legal Government.

Herr Nygaardsvold, Norwegian Prime Minister.

It offered its resignation when the Germans invaded Norway, but the Storting was unanimous in considering that the Cabinet should remain in power. The Government appeals now to the entire Norwegian people, asking it for its assistance in its efforts to maintain the legal administration, to preserve the constitutional laws and the liberty and independence of Norway.

Germany has committed against Norway an act of brutality. The Germans have invaded our country with bombs and other means of destruction, making a serious attack on the rights of a small people who only desire to live in peace. The Norwegian Government is convinced that the entire civilized world condemns this act of violence, and especially that the Norwegian people is ready to direct all its efforts to the restoration of liberty and independence suppressed by a foreign Power.

The future of Norway is perhaps for the moment painted in sombre colours and the invaders can certainly carry out great destruction; but the Government is sure that a new future of freedom will emerge for the country. Consequently it calls upon the entire Norwegian people to retain the country's traditional liberty and continue the struggle to that end, faithful to the great ideals which have inspired the progress of our country for centuries.

Hitler's 'Fifth Column' in Holland

Friday, April 12

Semi-official statement issued by the Dutch Government:

The surprising events of the last few days have brought about a strong reaction from the Dutch people. The propagation of rumours, partly by unnational elements, frequently form, positive messages, and these find their way into the world Press. It ought to be realized that everybody helping to propagate these uncontrollable and even malevolent rumours shares the responsibility for such prejudicial messages published abroad. . . .

Holland lies in a storm corner of Europe, and it is necessary to take the greatest precautions. The Government cannot allow risks of any kind. The Dutch people can rest assured not only as to the Government's care for outward security, but also as to its care for internal security. . . .

Not only the Government but the people must be firm, and therefore the extra defence measures taken for external and internal security must not be considered as a reason for uneasiness. The precautions taken demonstrate that everything is being done to make the country as strong as possible.

Penalties of Neutrality in Sweden

Friday, April 12

HERR HANSSON, Swedish Prime Minister, in a broadcast:

Once again our country experiences an hour of trial, which may be the most trying we have had for more than a century. War has been brought to our frontiers. Everybody will understand that, although peace prevails in our own country, our minds are deeply shaken.

Sweden is determined to observe her principle of strict neutrality. This means she reserves the rights of independent judgement. It is not in accordance with strict neutrality to allow any scope for foreign enterprises. No demands in that direction have been put to us, but if such demands are put forward they will have to be refused. To guard our neutrality means that the country will be defended in case of necessity.

Herr Hansson, Swedish Prime Minister.

To be sure that Sweden can do this, the Government has, during the entire war, maintained a comprehensive readiness for defence, which has been adapted in accordance with our judgement of existing needs. The extension of the war area to our neighbourhood has necessitated a still further increase in this readiness.

This means the necessity for increased interference in normal life and new difficulties in our economic life for families and for individuals.

I know that these difficulties will be important for many, as well as heavy. But I also know that they will be borne with patience in the knowledge that it is the welfare of our country which demands this sacrifice. . . .

I also have the firm conviction that, through unity and determination, we shall be able to steer our country through difficulties.

Should the miseries of war, nevertheless, cross our frontiers, the Swedish people will surely prove themselves able to safeguard what is most precious to all of us—the freedom and independence of Sweden.

Results of Narvik Battle Through French Eyes

Tuesday, April 16

M. REYNAUD, French Prime Minister, in a speech in the Senate:

The first great battle between the Germans and the Allies is a naval battle. The battle has been won by the Allies.

The first result of the battle is a wholesale mangling of the German fleet. The second is that the iron-ore supplies have been cut off. Proof that the Germans thought Narvik important is shown by their action in sending seven of their latest type of destroyers there as watch-dogs. You know what happened to them.

The third result of the Narvik battle is that Germany will have to fight on a new front. The Allied forces have in part disembarked and are now being reinforced. They will be the comrades of the Norwegian armed forces and will fight by their side. Meanwhile the enemy is depreciating his material in 'planes, using up his stocks of petrol and dispersing his artillery and men—while the divisions which we are sending to Norway find there, as battle comrades, Norwegian troops who have already been able to inflict noticeable losses on the enemy.

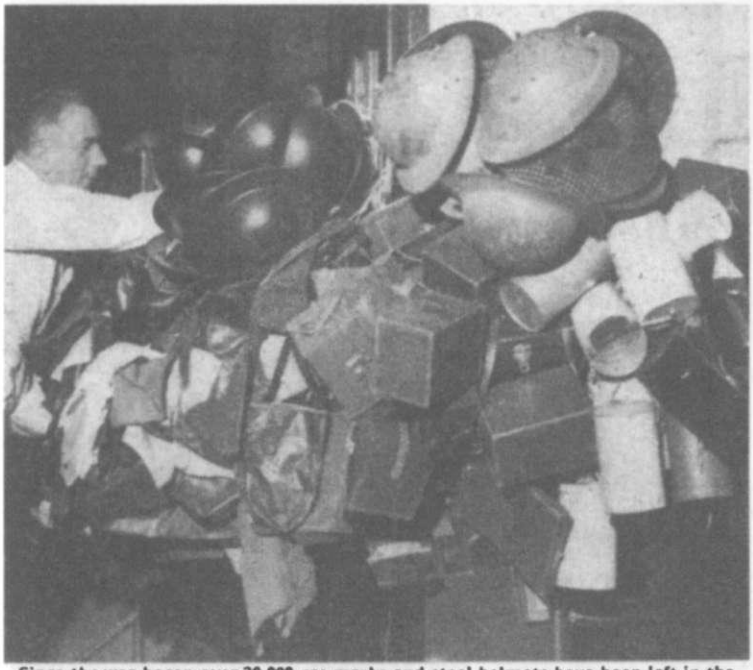
The fourth result is an immense moral setback for Germany. Hitler becomes more and more steeped in crime, besides having made the mistake of supposing that no small neutral would dare to resist his threats. Hitler mistook the King of Norway for Dr. Hacha [President of what is left of Czechoslovakia]. Ribbentrop has also made a new mistake. He has now upset the puppet Government of Quisling, but this Government had already crumpled to pieces under the weight of public contempt.

Faced with these violations, civilized opinion is asserting itself. Imagine what all United States citizens of Scandinavian origin are thinking. When a great voice is raised in the world like that which, from the White House yesterday, branded the abuse of force, nobody asks who is meant. As President Roosevelt said, "The country which lives on hate, is finally destroyed internally by that hate."

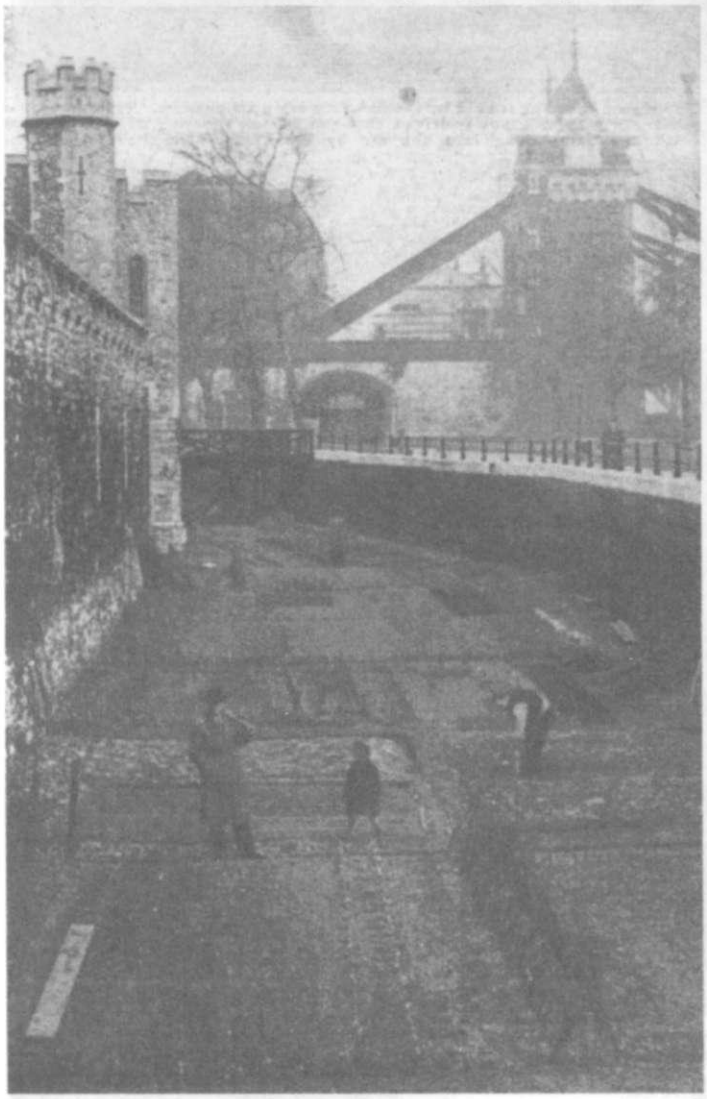
This day will come. These eight days of battle have secured another victim other than the German fleet, namely, German propaganda.

The meaning of this fight for freedom becomes clear every day. Tests lie ahead and there will be difficult days. When those days come the enemy will learn once more that when the French people fight for liberty they are invincible.

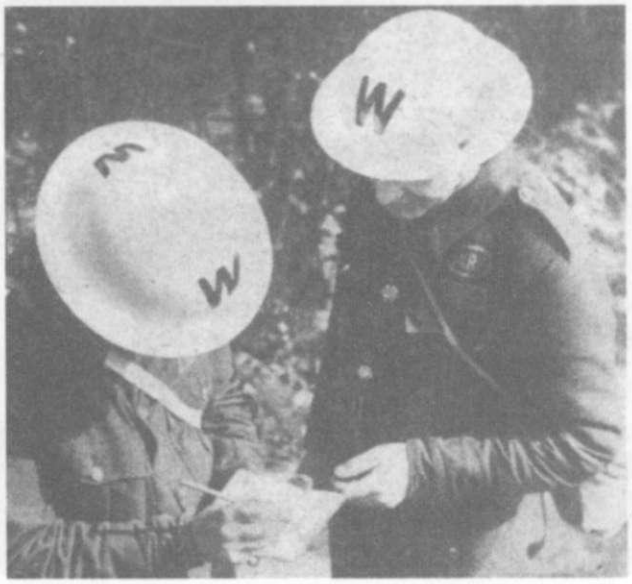
Mr. Briton'll See It Through



Since the war began over 20,000 gas-masks and steel helmets have been left in the vehicles of the London Passenger Transport Board. Above are some of them. Right, a good old English custom is being continued in wartime. During the Hocktide Festival at Hungerford, Berkshire, soldiers have taken the Tutti-men's wands and usurped their privilege of kissing.



With his gas-mask suspended from his basket this flower-seller still offers spring blossoms to his customers. The "dig for victory" campaign is not forgotten, and (left) a vegetable garden has come into being in the moat of the Tower of London.



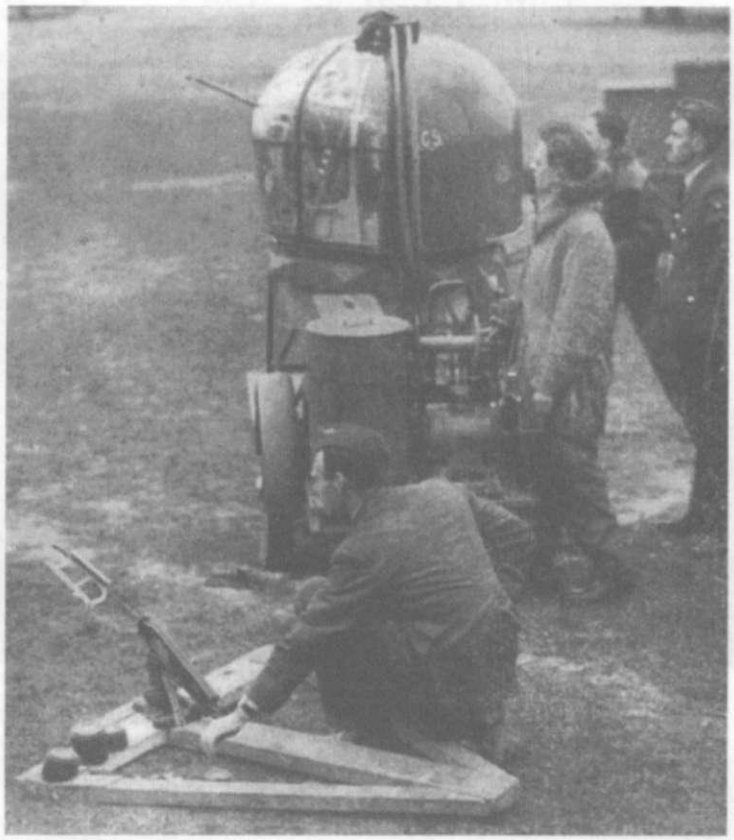
These two A.R.P. wardens in the now famous district of Lambeth are comparing notes while on duty. Their steel helmets are painted white to make them visible in the blackout.

Photos, Topical, Keystone, and Fox

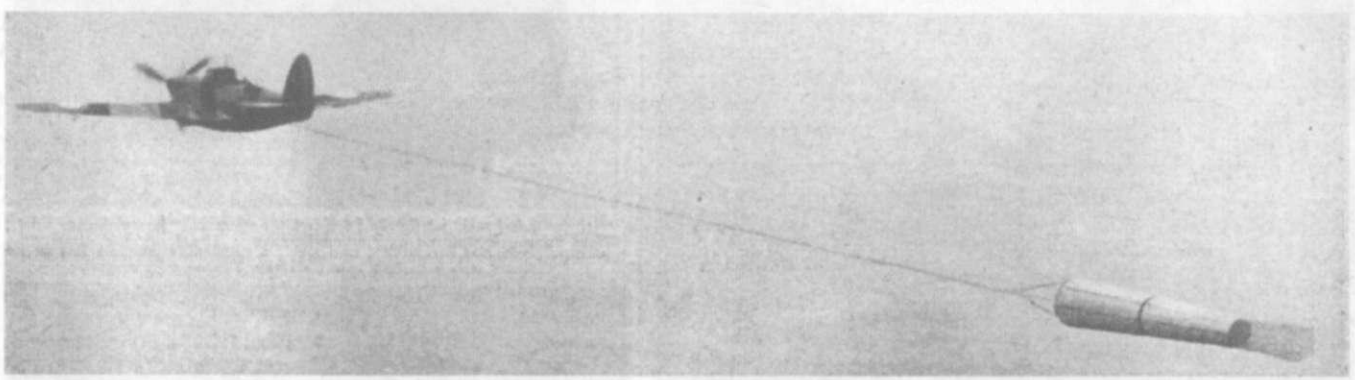
Britain's Air-Gunners Must Be 'Fighting-Fit'

Sitting in the rear cockpit of a Hawker "Demon" two-seater fighter, this R.A.F. air-gunner is ready for action. His gun is on a mounting which is arranged to shield him when he is firing aft.

NEXT to superb physical fitness, the most essential qualification for an air-gunner is a high degree of intelligence and courage. That the training is extremely thorough has been amply demonstrated by the successful R.A.F. attacks on Sylt, and, more recently, on Stavanger aerodrome and the Nazi warships off the Norwegian coast. Besides the ordinary mechanical training in accurate firing of the guns, the air-gunners have to be trained to understand fully, and to work, the many complicated instruments which are used in modern aerial warfare and crowd the cockpits of our war-planes.



Clay-pigeon shooting is used by the R.A.F. to train air-gunners. Here is an air-gunner, in a mobile, power-driven shot-gun turret, shooting at clay pigeons which are being flung into the air by the catapult in the foreground.



After his ground training an air-gunner is taken up to practise shooting at a "drogue" or air-sleeve, towed behind a 'plane (centre). When 100 rounds have been fired the drogue is examined for bullet-holes (left). An air-gunner (right) wears a special badge (see page 24 of this vol.) of one wing and the letters A. G.

Photos, British Official: Crown Copyright; Planet News, L.N.A., Topical

In a Flash of Time the Bomb Will Drop

A bomb-aimer lying prone on the floor of a Fairey "Battle" bomber adjusts his bomb-sight, an intricate instrument which measures with extraordinary accuracy, allowing as it does for the speed of the 'plane, the wind pressure and the height, and so determining the exact moment when the bombs are to be released. The bombs are carried in the wings on either side of the bomb-aimer. The Fairey "Battle" carries a crew of three.

Photo, Planet News

On the Fringes of the War: Yugoslavia

At root the Yugoslavs resemble their blood-brothers of Bulgaria, described in an earlier chapter in this series (*see* page 436), but here we tell of the origins of the Yugoslav Kingdom and of its present state.

IN maps showing the Europe of thirty years ago will be found a little country called Servia set altogether inland in the heart of the Balkans. In the map of present-day Europe one will search in vain for Servia, but instead there is a great new kingdom called Yugoslavia, which includes not only the old Servia but, reaching out to the Adriatic, large areas which before 1914 were held by the Austrian Kaiser, the King of Montenegro, and the Sultan of Turkey at Constantinople.

King Peter of Yugoslavia, born in 1923, succeeded to the throne on the assassination of his father, King Alexander I, in 1934.

The kingdom of Servia was first established in the dark ages of European history, but from 1389, when the Turks crushed the Serbs and Bulgars at Kossovo, the land was a tributary of the Sultan. For hundreds of years the Serbs were little more than serfs, and it was not until the 19th century that the first whispers of revolt were heard. In 1804 a well-to-do cattle-dealer named Karageorge headed a rising, but in 1815 there was another, more successful, under a herdsman, one Milos Obrenovic. In 1830 Milos was recognized by the Turks as hereditary prince of Servia; in 1867 the last Turkish garrisons left; and in 1878 the country's independence was acknowledged. Until 1903 the Obrenovitch dynasty reigned, but in that year Alexander and Draga his queen were butchered in a palace conspiracy, and a new king was chosen—Peter, a descendant of Karageorge.

Under King Peter, Servia took part in the Balkan wars of 1912 and 1913, and gained considerable territory thereby. Hardly any Serbs, indeed, were left under Turkish rule, but there were still millions of Slavs in the south-eastern provinces of Austria-Hungary. The Pan-Slav movement acquired new vigour, and it is significant that the shot which started the Great War was fired by a Serb in Sarajevo, the capital of the largely Slavonic province of Bosnia, which had been annexed by Austria in 1908. At the outset the war was disastrous, for all Servia was overrun by the Austro-German armies. In 1918, however, following the collapse of the Central Powers, Servia regained all, and much more than all, of what she had lost. A huge new State, Yugoslavia, "land of the south Slavs"—the kingdom of the Serbs, Croats and Slovenes, as it was now officially styled—came into being—a land of 95,000 square miles with a population of nearly 14,000,000, as compared with the pre-war Servia of 34,000 square miles inhabited by only 4,500,000 Serbs.

Yugoslavia was, then, a practically new country in 1919, and her growing pains have been severe. Wide contrasts revealed themselves between the peoples of the countries now for the first time brought under one rule. The "old" Serbs of Servia, in which the capital, Belgrade, was situated, were little more than a third of the total population; there were in addition 3,000,000 Croats, a million Slovenes, half a million Germans, nearly half a million Magyars, nearly as many Albanians, and a quarter of a million Rumanians. Moreover, the Serbs belong to the Orthodox Church, whereas the Croats are Roman Catholics; and there are still a million and a half of

Belgrade, the "White City," the capital of Yugoslavia, is situated at the junction of the rivers Danube and Save. It is a port, and the chief centre of the country's trade. Its population is about 300,000. Our photograph was taken from the Kalemegdan Park in the north-west corner of the city. Because Yugoslavia refuses to recognize Soviet Russia there is still a Tsarist Ambassador in Belgrade; but negotiations for a trade treaty with the Soviet Union were begun in April 1940.

Photos, E.N.A. and M. O. Henchoz

Serb and Croat in Uneasy Partnership

As this map shows, Yugoslavia has frontiers with Italy, Germany (Austria), Hungary, Rumania, Bulgaria, Greece and Albania, now Italian. Germany is the country's chief market, but she supplies Britain with poultry and wood. She has rich mineral resources.

Moslems in Bosnia and the south. Added to these differences of race, language and religion are those of culture. The "old" Serbs were backward as compared with the inhabitants of the Austro-Hungarian provinces—especially the Croats, who were much more urbanized and industrialized than the Serbs, who were, and still are, primarily agriculturists on the peasant scale.

Yugoslavian peasants in their picturesque national costumes in the market-place of Novi Pazar, an ancient town in S.W. Serbia, which has figured largely in the country's history.

Dubrovnik, formerly known as Ragusa, is one of the most beautiful cities in Yugoslavia. It is on the Adriatic Sea, and is surrounded by a high, many-towered wall, from which this photograph was taken. It exports oil, fine silks and leather.

Photos, M. O. Henchoz and Dorien Leigh

As Servia was the nucleus of the new kingdom, the Serbs endeavoured to bring the whole country under a centralized Government at Belgrade. The minorities, the Croats in particular, resented the centralizing process, and for many years the country was racked by faction of the most violent kind. Assassinations were frequent, and civil war was imminent in 1928 following the murder of Stefan Raditch, the Croat leader, and his brother in the Skupshtina (Chamber of Deputies). Then King Alexander, who had succeeded his father in 1921 and made himself virtual dictator in 1929, was assassinated by a young Croat revolutionary, when on a visit to France in October 1934. His son, a boy of eleven, was proclaimed king as Peter II, but the reins of government were entrusted to the king's uncle, Prince Paul, as Chief Regent; his wife, it may be remembered, is a sister of the Duchess of Kent. There is a parliament consisting of two Houses, and the present Prime Minister is Dragisha Tsvetkovitch. The Yugoslav army is of 150,000, capable of being expanded into a force of 1,350,000 trained men. Yugoslavia is a member of the Balkan Entente, and if she were attacked the whole of the Balkans would soon be plunged into the melting-pot of **war.**

Sweden Under the Shadow of the Swastika

Following the launching of Hitler's Scandinavian adventure, tension in Sweden was increased and it seemed that once again, as only a few weeks before during the Russo-Finnish war, the little country might soon have to make the choice between military resistance to Germany and "protection" such as Czechoslovakia and Denmark "enjoy."

HITLER'S invasion of Denmark and southern Norway set Sweden's defence chiefs a pretty problem. Up to the beginning of April they might have envisaged a German attack on their southern provinces, and in readiness for such an eventuality they had prepared a strong defence line running across the Skane peninsula and buttressed by powerful coastal batteries at Vaxholm, just to the north of Stockholm; Karlskrona, on the Baltic; and Alvsborg, near Göteborg.

Since April 9 that defence line, so carefully planned and so solidly constructed, has been in effect turned. Nazi troops in the Danish island of Zealand are separated from the Swedish mainland merely by the three-mile-wide Sound, and in Norway they hold, or have held, the railways which lead into Sweden. From Oslo two lines run through Norway's south-east corner, now entirely in German occupation, to the rear of the Skane line; Germans are at Trondheim, from where a railway runs to Storlien on the Swedish frontier, and so on to Stockholm; and the only other line, that at Narvik in the far north which connects the Atlantic with the vitally important ore-producing regions of Kiruna and Gällivare, was also seized by the Nazis.

Germany's menaces, to which Sweden had become so accustomed during the past few months, now assume a more ominous note, since she has now to contemplate provision against attack at several points on a long land frontier as well as by way of the sea. During the Russo-Finnish war Sweden was deemed on more than one occasion to be on the eve of invasion, and now she is once again poised uncertainly above the abyss of war.

Reactions to the New War

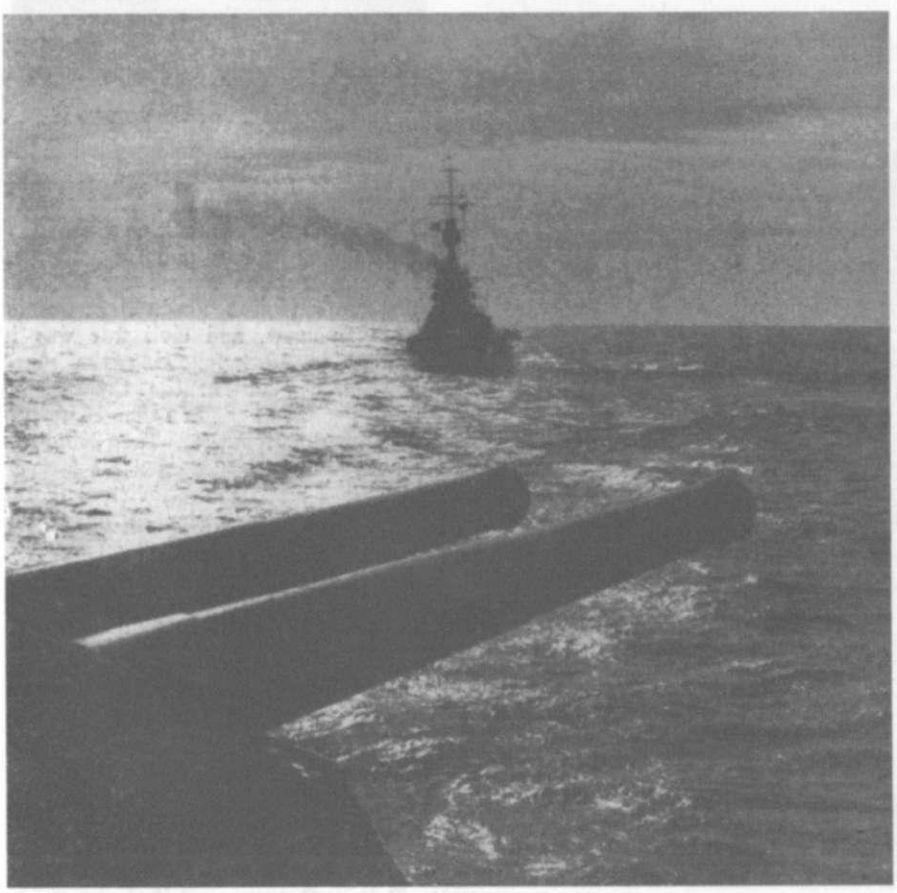
Following his "protection" of Norway and Denmark, Hitler was supposed to have offered to throw the same protecting mantle over Sweden. If the offer were indeed made, it was indignantly rejected, and in the days that followed, the Swedish people, newspapers, and Government, were one in putting up a bold front against the new tide of German menace. The Swedes could not but feel an eager sympathy for their brethren whose gates had been opened to the enemy by traitors within; the Swedish press refused to be spoon-fed by the Nazi propagandists and gave full accounts—perhaps rather too optimistic at times—of the progress of Norway's gallant defence against the invader and of the speed and efficacy of the aid brought to her by France and Britain. So free were they in their reports and comment that the German wireless accused certain of the newspapers of making "impudent" attacks on Germany—attacks which it was alleged had developed into "sheer atrocity propaganda." Then as for Hr. Hansson's Government, it protested in the most energetic manner against the oft-repeated trespass of German military aeroplanes above Swedish territory, and the protests were backed up by action, for the Swedish anti-aircraft guns were ordered to fire on the trespassers, and did so with such good effect that several of the Nazi 'planes were brought down.

As the difficult situation of the Nazi troops in Norway was brought home to the German High Command, demands were made on Sweden that Germany should be permitted to use the southern Swedish railway system so that Oslo could be reached by land instead of by the waters of the Skagerrak, so carefully patrolled by the submarines and warplanes of the Allies. On April 22, however, the Swedish Foreign Office announced that it could not allow the belligerents to transport arms, munitions, or troops through Swedish territory.

Other demands which were believed in Berlin to have been made were that Sweden's telegraphic and telephonic system should be placed at the disposal of Germany, and that Nazi 'planes should be allowed to land on Swedish aerodromes. On the same day it was stated that aliens, other than Finns and Norwegians, were being expelled from districts of Sweden facing the German-occupied area in southern Norway, and that the whole of Sweden from Stockholm southwards would be completely blacked out at nightfall.

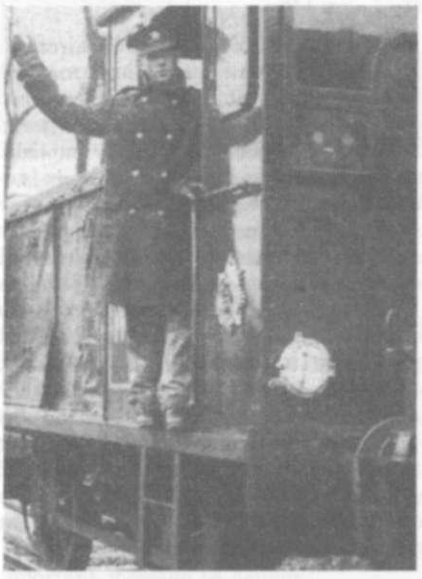
These precautions were given an added point by the news which travelled via Lithuania of great military activity on Germany's Baltic coast—of masses of troops and convoys of military supplies arriving at Memel and in East Prussia.

In the new situation created by the Scandinavian war, Sweden endeavoured to maintain the same attitude of alert imperturbability which had been her characteristic during the struggle in Finland. "Sweden stands face to face with a grave situation," said Crown Prince Gustav Adolf on April 23, "but we are not losing heart."



Manoeuvring rapidly over the placid waters of the Baltic, Sweden's coastal defence battleships train their mighty eleven-inch twin guns on to a distant target. The formidable Swedish defence is symbolized by these massive guns, for Sweden is prepared on the sea as on land and in the air.
Photo, International Graphic Press

Transport Is One of the R.A.S.C.'s Specialities



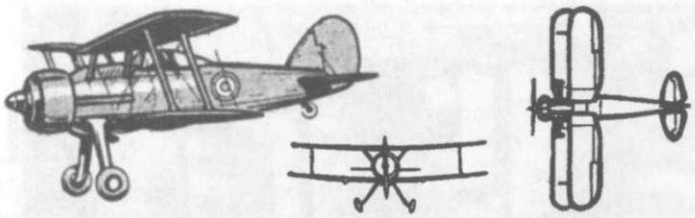
These photographs taken at a Royal Army Service Corps depot illustrate some of the many diverse forms of transport that come under the care of the R.A.S.C. On the left is an R.A.S.C. locomotive complete with army driver and regimental badge; and above are ambulances being handed over by the R.A.S.C. to the W.A.T.S. *Photos, Topical, and Graphic Photo Union*

ALL kinds of Army transport—mechanical, horse and mule—are under the supervision of the Royal Army Service Corps. Technicians of many different types are required for the maintenance of railway engines, motor-cycles, lorries, ambulances, and the care of animals. In this page we illustrate several of the trades which are represented in the R.A.S.C. In fact, the R.A.S.C. is an immense body of technicians organized to meet all the requirements of transport—the life-blood of the Army.

The requirements of military transport are liable to be very great. Left centre is a small section of a motor-cycle store where over 2,000 machines are awaiting delivery to their units. Above, routine decarbonizing of an army lorry is being done in the open, and (circle) a quick repair is effected by an electric welder. *Photos, L.N.A., "Daily Mirror," Fox, B.I.P.*

The R.A.S.C. Animal Transport Company trains horses for working in country where motors are useless. This photograph shows a gallop by officers and men of this company.

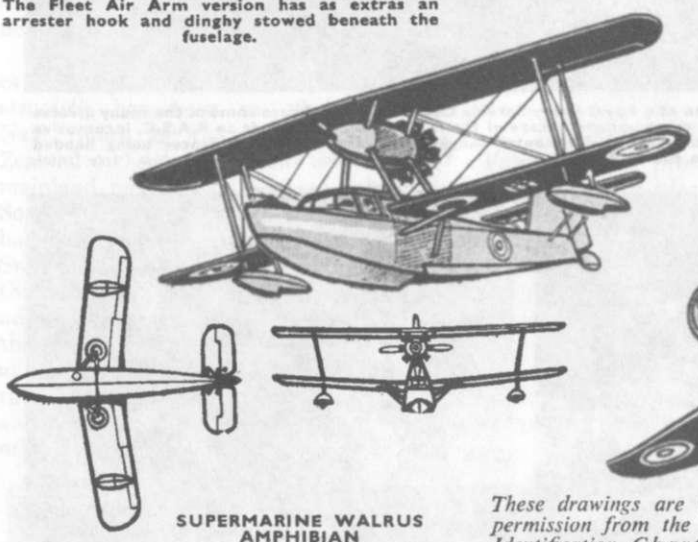
How to Recognize British Aeroplanes in Flight—4



GLOSTER GLADIATOR FIGHTER

The Gloster Gladiator single-seater biplane fighter (above) is still extremely popular and one of the finest aerobatic machines in the world. Fitted with an air-cooled 825-h.p. Bristol Mercury IX engine, it is capable of 250 m.p.h. The armament consists of four rifle-calibre machine-guns. The single strut undercarriage is not retractable, and the staggered wings have rounded tips. The covered cockpit is just aft of the upper wing. The Fleet Air Arm version has as extras an arrester hook and dinghy stowed beneath the fuselage.

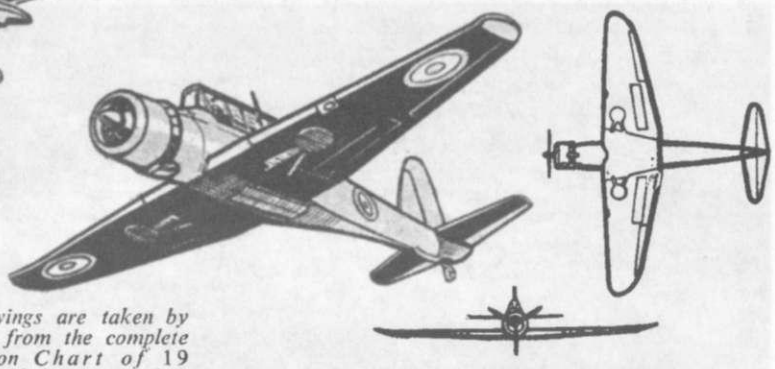
THIS is the fourth of the series of drawings of aircraft in service with the R.A.F.; earlier selections are given in pages 148, 250, and 374 of this volume. The set printed here presents five contrasting types. The main drawings are all the same relative size as those previously published. The Gloster Gladiator single-seater biplane fighter is renowned for its reliability in aerobatics. The Supermarine Walrus Amphibian is a ship-borne aircraft designed for catapulting from the decks of warships. The Westland Lysander (which was described in detail in page 149 of this volume) is designed specifically for cooperation work with the Army. The Blackburn Skua, like the Walrus, is designed for the Fleet Air Arm; but it is essentially a dive-bomber and has a land undercarriage. The Roc, which is very similar in design, is a ship-borne fighter. Lastly, the Avro Anson is a twin-engine general reconnaissance and training machine. Each of these machines is of an unmistakable design and their recognition is extremely simple. Their main interest, however, lies in the manner in which they have been specially designed for particular duties.



SUPERMARINE WALRUS AMPHIBIAN

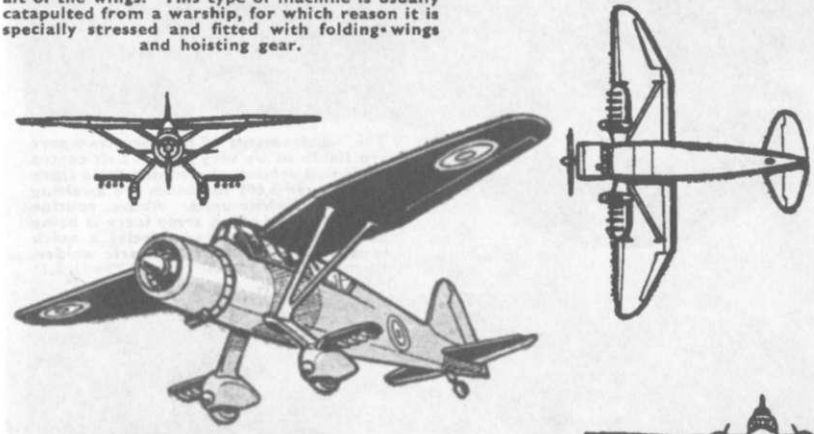
The three-seater amphibian Supermarine Walrus (above) is used by the Fleet Air Arm as a spotter-reconnaissance 'plane. Its retractable undercarriage folds up into the lower wing. The single air-cooled Bristol Pegasus radial engine mounted above the hull and between the wings drives a "pusher" propeller. The wing floats are some distance inboard and the tail plane is set high up on the fin. There is a gun in the bows and another aft of the wings. This type of machine is usually catapulted from a warship, for which reason it is specially stressed and fitted with folding wings and hoisting gear.

These drawings are taken by permission from the complete Identification Chart of 19 machines published by "Flight" Publishing Co., Ltd., Dorset House, Stamford Street, London, S.E.



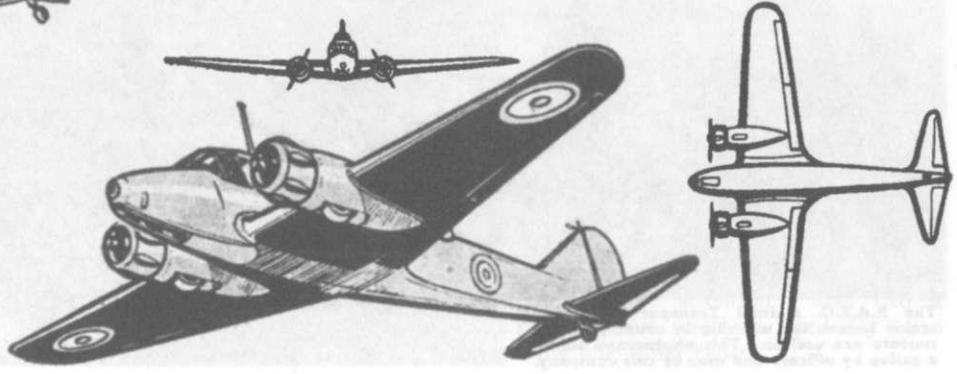
BLACKBURN SKUA DIVE-BOMBER

The Blackburn Skua two-seater Fleet Air Arm fighter dive-bomber (above) is a 225-m.p.h. low wing monoplane fitted with a 745 h.p. air-cooled Bristol Perseus XII engine. The wings have their trailing edges swept forward and house the retracted undercarriage. Its armament consists of 5 rifle-calibre machine-guns and bombs. Having very clean lines it is fitted with special hydraulically-operated speed-reducing flaps. When fully depressed these limit the dive speed to 255 m.p.h., enabling the machine to bomb very accurately. The fuselage is watertight and contains two watertight compartments. The Blackburn Roc is very similar to the Skua, but differs in having a rotating gun turret at the rear of the cockpit, and its wing tips are not turned up.



AVRO ANSON TWIN-ENGINE MONOPLANE

The 180-m.p.h. Avro Anson twin-engine low-wing monoplane (below) is in use in the Air Forces of several countries for over-water reconnaissance and as a trainer. It carries a crew of three, the pilot having a fixed machine-gun, the wireless operator a hand-operated gun turret at the rear of the cabin, while the navigator acts as bomb-aimer. The undercarriage retracts into the engine nacelles; the tail plane, unlike the wings, tapers sharply. An interesting feature of this machine is the wing construction, in which a bakelite combination plywood is largely used.



WESTLAND LYSANDER

The 230-m.p.h. Westland Lysander II (above) is designed specifically for army cooperation duties. The peculiar shape of its wing makes the machine instantly identifiable. The high wing gives the pilot a clear view of the ground from the roomy cabin. The fixed undercarriage is in the shape of an inverted U, and the wheel fairings each house a fixed machine-gun. Stub wings can be attached to the fairings to carry bombs, extra fuel tanks, parachute flares and supply containers with parachutes. Handley Page slots and slotted flaps on the wings make the 'plane controllable at 50 m.p.h. These features make the Lysander particularly suitable for co-operation with the ground forces (see also page 149).

Eye Witness Stories of Episodes and Adventures in the Second Great War

King Haakon Told Me of His Ordeal

The terrible ordeal to which King Haakon of Norway was subjected during the first days of the German invasion, when he and Crown Prince Olav were pursued by German bombers from one small town to another, is graphically described here by Mr. Einar Hansen, courier to the Norwegian king.

At 8.30 in the morning I knocked at the door of a small farmhouse in Norway, which I had found after a lengthy search. The Foreign Minister, Professor Halvdan Koht, opened it. He was completely exhausted; he had not had his clothes off for a week.

"Your excellency," I said, "I have an important message to deliver."

He took my letter. I glanced about the room, a very simple place, with flowers in the windows and white curtains, spotlessly clean.

Professor Koht came back. "Do you want to meet Crown Prince Olav?" he asked.

I followed him into a room crowded with men known to all Norwegians. King Haakon and Prince Olav wore the uniform of generals; members of the Government were in civilian clothes.

This time the royal party had not put on uniforms for the parades Norwegians used to love; they wore the uniforms of war, with no polished buttons, but many mud splotches. And the clothing of the Government officials was not as immaculate as usual.

Fatigue was shown in every face. But something else was visible, too—strong, unbreakable determination.

A short, grey-haired woman of sixty was busy with coffee cups. She had tears in her eyes, and she was very nervous lest she should fail to be a proper hostess to her King.

The King shook hands with me. He talked of his experiences of the past few days. In spite of those experiences and privations, which any one at sixty-seven would find harassing, he appeared in good spirits.

It astonished me that a man of his age could, under these conditions, maintain his physical vigour and buoyancy of spirit.

"Our last experience," he told me, "was inconceivable. I was bombed, but worst of all I was fired at by machine-guns. It happened while we were fleeing from a house set on fire by German bombs. I dropped flat in the snow to dodge the aeroplanes, which roared only about sixty feet over our heads. Machine-gun bullets crackled all round us."

"Yes, look what we found," interrupted the Crown Prince. He felt in his pocket and handed me a machine-gun bullet he had picked up in the snow after that narrow escape.

"Look at it," he said. "It isn't Norwegian, is it?"

Coffee was brought in by a worried old woman. The King and the Crown Prince looked longingly towards the cups. During their harrowing experiences, in which day and night had become one, they had had only one hour's sleep.

Four times, King Haakon told me, the royal car had been ditched. Four times they helped their chauffeurs and their Government to put it on the road again.

Said King Haakon to me: "That

As King Haakon was leaving Oslo with the Norwegian Government he was bombed by German aircraft, and wherever he and his faithful retinue have travelled they have been similarly harassed by the Nazis. In this photograph, full of human interest, is seen the King, the tall figure in the centre, preceded by Crown Prince Olav, walking through the snow to the nearest shelter from air attacks. It was taken probably near Elverum, whose present state is shown in page 451.

Photo Exclusive to THE WAR ILLUSTRATED

I WAS THERE!

coffee is certainly going to taste good."

I looked at my dirty hands. The King looked at his, which were just as dirty as mine. "I am not even going to wash mine," he said.

We sat down together. There were enough cups to go round, though they were not all of the same pattern.

Then I said goodbye and went to my car, which had been hidden with those of the royal party. In one of them a chauffeur sat sleeping. He had been driving five days without sleep along country roads, dodging German bombers all the way.

The official German news service has denied all reports that their air force bombed other than military objectives. I have the King's word and the Crown Prince's and the word of Norway's real Government that many bombs were dropped on them where there was not a single sign of military movement. ("*Daily Express.*")

How We Escaped From Germans at Narvik

During the first attack on Narvik Fjord by British destroyers under Captain Warburton-Lee on April 10, the destroyer "Hardy" was damaged and ran ashore. The story of their adventures is here told by members of the crew.

An account of the part the "Hardy" played at Narvik was given by Petty Officer Edward Baggley.

"When we first went into Narvik the bay was full of German ships," he said. "It seemed impossible to miss them. We let go with our torpedoes and saw one of the German destroyers blow up.

"It was bitterly cold and a raging snowstorm was on, but we knew we'd scored a hit when we saw millions of sparks shoot into the sky.

"Some of our other torpedoes hit ships, and another set the jetty on fire.

"By this time our flotilla was making a big sweep round the bay, firing at every ship in sight. The Germans blazed away at us with dozens of shells, some of them brilliant pink tracers, which hit the water and bounced up again.

"A small fort occupied by the Germans began firing at us, but our gunners soon put it out of action.

"It was snowing very heavily and we couldn't see more than 70 yards. Nobody in the 'Hardy' was hurt so far. We altered course and went into the attack again, and a shell went through our funnel.

"German shells were now falling all around us and one struck our bridge and smashed everything on it.

"Captain Warburton-Lee was hit in the face and blown on to the deck. All the other officers on the bridge were lying about dead or wounded.

"The ship was now very badly damaged. The transmitting station was out of action, a shell had burst in the boiler room and great clouds of steam were escaping through the funnels."

Continuing the story, another member of the crew said:

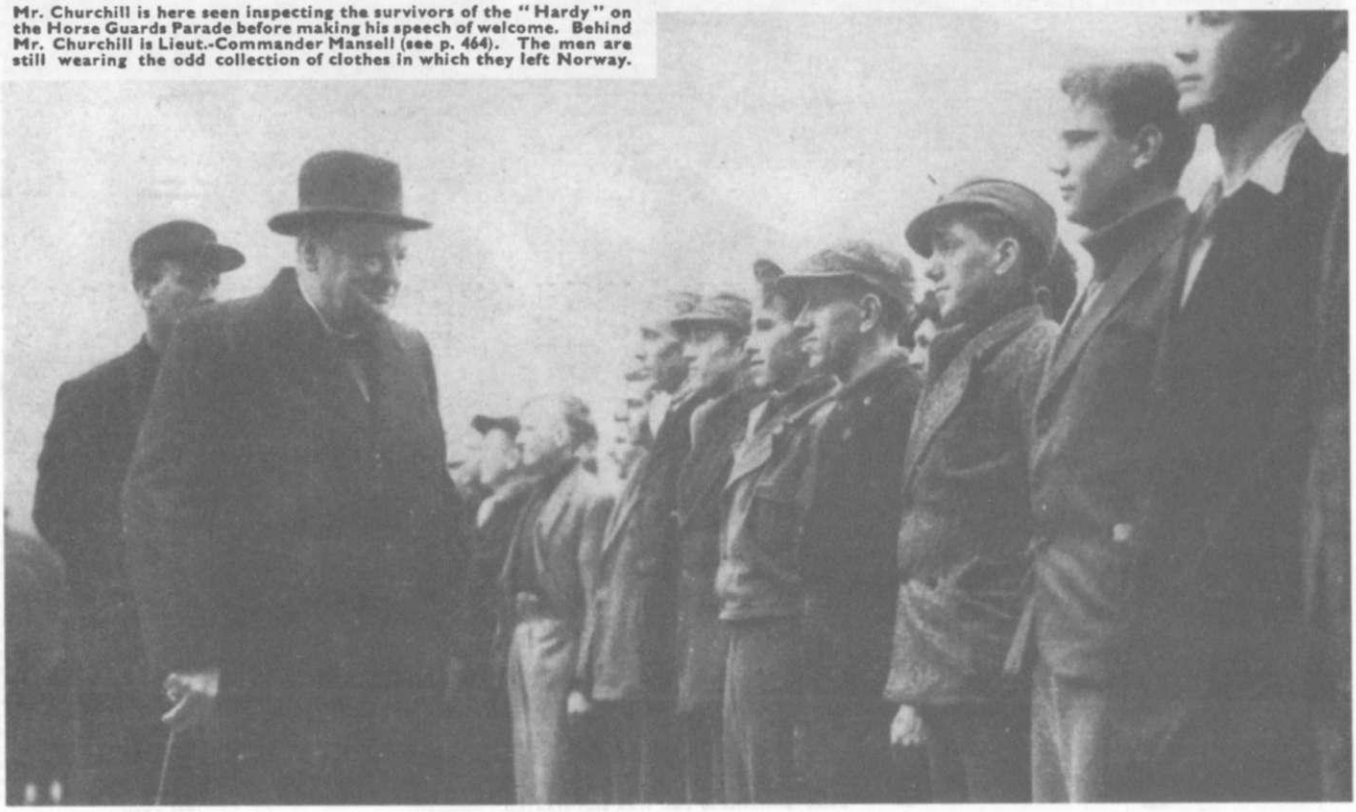
Chief Petty Officer G. Cock, the heavyweight of the "Hardy's" crew, captivated the crowds in London on April 19 by his cheeriness.
Photo, Associated Press

"We ran into shallow water and grounded on the rocks. It was then that we got our last order on the ship. It came from Captain Warburton-Lee, and it was the last order he was ever to give. It was: 'Abandon ship. Every man for himself. And good luck.'

"We piled overboard as best we could and swam ashore.

"It was so cold that a moment after we had got into the water there was no feeling in our hands or feet. We had 100 yards to swim and at least another

Mr. Churchill is here seen inspecting the survivors of the "Hardy" on the Horse Guards Parade before making his speech of welcome. Behind Mr. Churchill is Lieut.-Commander Mansell (see p. 464). The men are still wearing the odd collection of clothes in which they left Norway.



200 yards to wade before we got ashore. And all the time we were under fire.

"Our torpedo officer, Lieut. Heppel, was a real hero. He saved at least five men by swimming backward and forward between the ship and the shore, helping those who could not swim.

"We were freezing cold. Most of the men had discarded clothing to swim ashore, and the remainder had torn their clothes off when they landed because they were so icy cold.

"Two hundred yards away there was a house. We ploughed our way through nearly six feet of snow to it and found it had been evacuated when the battle started. But soon the woman of the house and her daughter came back and did all they could for us. There were eighty of us in that house, with only five rooms. They made us tea and coffee and prepared bread and butter.

"All there was in that house was women's clothes, and we had to make shift with them. We got underwear of various sorts, skirts and jumpers.

"The women even tore up carpets so that we could wrap them round us, and they pulled down curtains and cut them up, too. We cut lifebelts up and used the pieces as shoes.

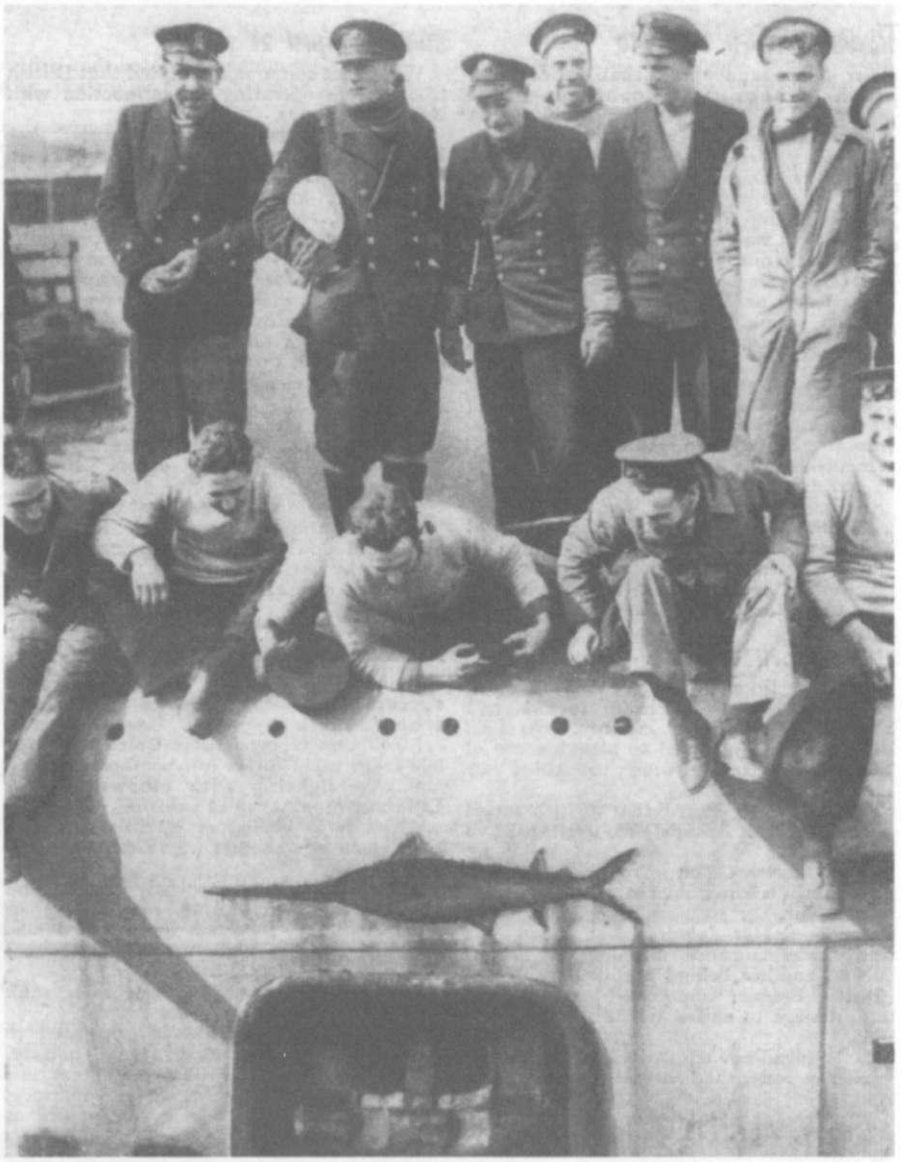
"Lieut.-Commander Mansell was in charge, and he ordered us to walk to the village of Bellangen. Some of us did that journey barefoot.

"At Bellangen we were met by a car loaded with food and taken to a schoolroom. We stayed there for three days.

"On the Friday, Lieut. Heppel went out on a scouting expedition and found a very powerful German launch which had been run ashore.

"The next night he took the launch into Narvik Bay with a signaller, who attracted the attention of one of our ships. By midnight all of us had been rescued."

(*"News Chronicle" and British United Press.*)



Here are some of the crew of forty of the 670-ton submarine "Spearfish," with Lieut.-Commander J. H. Forbes (third from left, standing), which succeeded in torpedoing the 10,000-ton German pocket battleship "Admiral Scheer" on April 11, 1940. They considered this ample revenge for the terrible ordeal by depth charging they had previously endured

Photo, "Daily Mirror"

We Knew We Had Hit The 'Scheer'

The submarine "Spearfish" arrived home on April 18 after one of the most adventurous under-water patrols of the war. She had torpedoed the pocket-battleship "Admiral Scheer" and her crew were convinced they had scored a direct hit. Here is the story of the encounter which they and their commander had to tell.

THE fight for life of the submarine "Spearfish," when she was severely damaged by German depth-charges, is described in page 206 of Vol. I. The "Spearfish" had her revenge in the second week of April 1940 when she torpedoed the "Admiral Scheer."

As the submarine came into port on April 18 her crew were lining the deck with their thumbs up.

"The men have been splendid," said Lieut.-Commander Forbes.

"Everything went like clockwork. We got into some pretty tight corners, but the crew faced everything with the cheery efficiency of British sailors."

A member of the crew described how Lieut. Pirie, second-in-command, and the captain stood in the conning-tower watching the approach of the "Admiral Scheer."

"It was bad weather for us—we like it rough—when the ship came in sight.

"Lieut. Pirie remarked 'I think this is a German battleship,' but our captain at first thought it was only a destroyer. Suddenly he said to Lieut. Pirie 'You're right. It's a pocket battleship.'

"We were ready for anything. As the 'Admiral Scheer' came nearer the captain realized what a great opportunity was being presented. Lieut.-Commander Forbes had time to manoeuvre his ship to bring the 'Admiral Scheer' to a favourable position."

Then came crisp orders which electrified the whole ship's complement and earned them full reward for months of patrols without sighting a German ship.

One of them, a lanky, bearded gunlayer, said: "I was on deck when we sighted 'Admiral Scheer.' She was travelling fast, but there was no escort, so we gave her the works.

"It was impossible, of course, to wait and see what damage we had done, but not a man in the ship believes the German story that the 'Admiral Scheer' has reached home. As we got away we distinctly heard the impact of the torpedoes on the German warship."

Lieut.-Commander Forbes said: "We torpedoed the 'Scheer' all right. I thought she had gone. She was going over when we were forced down."

OUR DIARY OF THE WAR

Thursday, April 18, 1940

War Office announced that **landing of British troops was continuing** and that contact had been made with Norwegian Forces and operations were proceeding.

Admiralty stated that **highly successful operations** had been **carried out by** aircraft of **Fleet Air Arm.** On April 16 enemy shipping was attacked off Bergen ; one transport was sunk and a submarine hit. On April 17 one Heinkel and one Dornier flying-boat were shot down, and two more Heinkels and another Dornier damaged.

British cruiser reported damaged by bombing on April 17 reached her base.

Air Ministry announced that extensive air operations were carried out on April 17 on several points of Norwegian coast, main attack being again directed against Stavanger. Three aircraft failed to return.

Heinkel bomber flew over part of Shetlands, but was driven off by single-seater fighter.

British steamer " Swainby " torpedoed off North Scottish coast during night of April 17–18. All hands saved.

Swiss Government announced emergency measures in event of surprise attack, and called more men to the colours.

Friday, April 19

Reported from Stockholm that **Anglo-Norwegian and German forces** had **met in Trondheim sector.** Germans said to have been forced to abandon use of Vaernes aerodrome owing to Allied air attacks.

Another report stated that British forces had landed at Romsdalsfjord, south-west of Trondheim.

Hegra fortress, on Trondheim-Storlien railway, still holding out against attack from land and air.

French fighter 'planes shot down one enemy reconnaissance machine on French soil and another behind enemy lines.

Dutch Premier announced extension of state of siege to entire territory of Netherlands.

M. Stoyadinovitch, former Yugoslav Premier, arrested and interned.

Saturday, April 20

War Office communiqué announced that operations in Norway were proceeding according to plan ; that **French troops** had landed **in Norway,** and that on April 19 Allied forces occupied certain points of vantage.

Admiralty announced that **three German aircraft** had been **shot down** and **others damaged** during air attacks on British naval units and transports. No hits were obtained by the enemy bombers. Two Nazi transports were hit by our torpedoes.

Large numbers of **R.A.F. aircraft bombed aerodromes** at Kristiansand and Stavanger in Norway, and that of Aalborg in Denmark, which has served as a German air base. All British aircraft returned safely.

R.A.F. fighters shot down two Messerschmitts and two Heinkels over Western Front.

Two German aircraft, a fighter and a reconnaissance machine, shot down by French fighters.

Nazi raiders appeared over Thames Estuary late in evening, but were driven off by British fighters and anti-aircraft defences.

British steamers " Mersey " and " Hawnby " sank off South-East Coast after explosions.

Rumanian Government decreed that all armed merchant vessels using Danube must unload armaments and munitions at mouth of river.

Italian steamer " Balbo " mined off South-East Coast of England.

Sunday, April 21

War Office communiqué stated that British troops were operating in conjunction with Norwegian forces.

Norwegian Army Command reported that **British forces** were now taking part in **fighting in Oslo sector.**

Admiralty and War Office communiqué stated that enemy aircraft dropped many bombs over Namsos on April 20, causing extensive damage to the town, and sinking one British trawler, H.M.S. " Rutlandshire." There were no casualties to Allied troops.

Renewed raids by R.A.F. on aerodromes at Stavanger, where at least six enemy aircraft were destroyed, and at Aalborg, in Denmark. One British aircraft failed to return.

Continued air activity reported from Western Front. **Four Messerschmitts shot down** and two others thought destroyed.

Swedish radio announced that five German 'planes violating her neutrality had either been shot down or caused to make forced landings by anti-aircraft guns.

German merchant-ship " Jurgen Fritzen " sunk in Baltic.

Monday, April 22

War Office announced that **considerable success** had been **achieved by British troops** in their support of Norwegian forces.

Stockholm reported that **British troops** had made rapid thrust into southern Norway and were **fighting with Norwegians at Lillehammer,** north of Oslo.

Allied force landed at Namsos stated to have come into conflict with Germans north of Trondheim.

Enemy aeroplanes reported off East and South-East Coast during night. One or two Heinkels reported over Shetlands. Anti-aircraft guns and pursuit 'planes were in action.

Norwegian steamer " Bravore " sank after explosion off South-East Coast.

Three Vice-Chiefs of Staff appointed to lessen strain on Chiefs of Staff, namely, Vice-Admiral Tom Phillips, General Sir John Dill, and Air Marshal R. E. C. Peirse.

Sir Charles Craven joined Air Council as Civil Member for Development.

Tuesday, April 23

War Office announced that **north of Trondheim British troops had a sharp engagement with the enemy,** who had counter-attacked ; also that in the south British and Norwegian forces were resisting enemy pressure.

During night of April 22–23 **R.A.F. bombers attacked** Fornebu and Kjeller **aerodromes, near Oslo.** Another force of bomber aircraft raided Danish aerodrome at Aalborg for third time.

Reported that eighth meeting of Supreme War Council was held in Paris on April 22 and 23.

Sharp but indecisive air encounter on Western Front between large numbers of Messerschmitts, which came over Luxemburg end of Maginot Line, and Hurricane fighters.

British steamer " Lolworth " mined off South-East Coast.

Sir John Simon introduced second War Budget. Principal changes included increased postal, telegraph and telephone rates, and higher duties on spirits, beer and tobacco.

Wednesday, April 24

War Office communiqué stated that **British forces in Trondheim** sector had **retaken positions** abandoned after German counter-attack.

Stockholm reported that Allied forces which had occupied Stenkjer, north of Trondheim, had to withdraw as result of continuous bombing by enemy aircraft.

Air Ministry announced that **five enemy air bases** had been **raided by R.A.F. bombers :** Aalborg, Kristiansand, Oslo, Stavanger, and Westerland, on island of Sylt, which was heavily and successfully attacked.

North of Sylt, enemy patrol vessels were encountered, and two were sunk.

Offensive reconnaissance carried out by British 'planes over Trondheim Fjord.

Numerous enemy aircraft attempted to attack Scapa Flow during the night. Two bombs dropped on heather land, and one aircraft made maching-gun attack of open road. No damage or casualties. Enemy driven off by anti-aircraft guns and R.A.F. fighters.

Paris reported many long-distance reconnaissance flights during night of April 22–23, including one over Prague region.

WHO'S WHO IN THE NORTHERN WAR ZONE: 2

Carton de Wiart, Major-Gen. Adrian (b. 1880). Commander of a British force in Norway, 1940. Served in S. Africa, 1901; Somaliland, 1914–1915 (D.S.O.); World War, 1915–1918 (V.C.).

Evans, Admiral Sir Edward R. G. R. (b. 1881). Appointed additional Naval Attaché in Norway, 1940. Entered Navy 1897 ; in command of Antarctic expedition after death of Scott, 1913 ; Captain of H.M.S. " Broke," 1917 ; K.C.B., 1935 ; London Reg. A.R.P. Commissioner, 1939.

Falkenhorst, Nikolaus von (b. 1885). General of German Infantry and Commander-in-Chief German Army in Norway, 1940 ; fought at Verdun, 1916, and in Polish campaign, 1939.

Kaupisch, Leonhard (b. 1878). General in command of German forces in Denmark. Retired from German Army, 1932 ; recalled, 1935 ; honourably discharged, 1938 ; specially recalled for Danish campaign, 1940.

Laake, K. (b. 1875). Commandant-General Norwegian Army, 1940. Commander-in-Chief of Army, 1931–40.

Ljungberg, Col. Birger. Minister of Defence for Norway, 1939. Former Commandant of Fortress of Frederikstad.

Mallet, V. A. L. (b. 1893). British Minister at Stockholm since December, 1939. Entered Diplomatic Service 1920.

Munch, Dr. P. R. (b. 1870). Danish Foreign Minister since 1929. Member of Radical Party in Folketing since 1909. President of Institute for History and Social Economics, Copenhagen.

Nygaardsvold, Johan (b. 1879). Labour Prime Minister of Norway since 1935. Member of Storting since 1916.

Olav, H.R.H., Crown Prince of Norway (b. 1903). Married Princess Martha, d. of Prince Charles of Sweden. Heir, Prince Harold, b. 1937.

Prytz, Bjoern (b. 1887). Swedish Minister in London since 1938. Chairman of Swedish Match Co.

Quisling, Vidkun (b. 1887). Leader of Norwegian Nazi Party and head of Government set up by Germany after invasion, 1940. Entrusted with care of British interests in Russia 1927–29 during interruption of diplomatic relations.

Reventlow, Count Eduard (b. 1883). Danish Minister in London since 1938. Previously Minister to Sweden, 1932–37.

Ruge, Gen. Otto. Commander-in-Chief of Norway's Land Forces, 1940. Previously Inspector-General of Norwegian Infantry and Minister of National Defence.

Stauning, Thorvald A. M. (b. 1873). Prime Minister of Denmark since 1935. Member of Folketing since 1906.